



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Winter 2009 - Issue 34-3



Ansett Australia Sikorsky S-61 VH-BRI (Photo via www.air72.com collection)

Rotors & Floaters

**Our review of
airlines operat-
ing helicopters
and watercraft.**



**Feature Article!
Timetables!
Dinnerware!
Postcards!
Wings! And More!**



KLM Sikorsky S-61 PH-NZI June 1989. Photograph by Jay Selman via Aviation Photography of Miami.

BEA Bell Jet Ranger G-AWGU June 1970. Photograph via www.Air72.com Collection.



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Los Angeles Airways Sikorsky S-55 - Airline Issued Postcard - WAHS Collection

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The mission of the World Airline Historical Society is to encourage and facilitate through private and public collections the preservation of memorabilia representing the world's commercial airlines. The Society also helps document the histories of aircraft, airports, and air carriers.

Membership in the Society includes a free subscription to *The Captain's Log* (the Society's educational journal published in July, October, January, and April), priority vendor table selection at the Society's annual Airliners International Collectibles Show and Convention, and other benefits as announced in *The Captain's Log*.

The World Airline Historical Society also endorses and supports a number of regional aviation-related collectibles shows held throughout the year.

The Membership year begins July 1. New members joining at other times during the year will pay a full year's membership, and will receive all copies of *The Captain's Log* from the previous July 1 through the following June 30th. Annual dues are based on your mailing preference for receiving your free subscription to *The Captain's Log*:

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From The Flight Deck

Welcome Aboard!

Recently, *USA Today* had an article on observation decks at airports. "Watching Those Planes" stated that the only known observation decks at larger airports in the United States today are: Long Beach, California; Minneapolis, Minnesota; Baltimore/Washington, Maryland; Albany, New York; Albuquerque, New Mexico; and the recently re-opened deck on top of the theme building at LAX Los Angeles, California. Vancouver, British Columbia, Canada has also recently opened a brand new deck. This is good news to me, because I became a 'spotter' way back in 1963. For proof, I have a photo of myself atop the original Terminal One observation deck at Phoenix Sky Harbor International Airport, at the ripe old age of 9. Thanks to this article, more people will be able to enjoy plane spotting, and will be more likely to become friends of aviation. In my opinion, aviation needs all the friends it can find, now more than ever.

Airliners International 2010 New York was recently highlighted at the Frankfurt, Germany Collectibles Show. Jeff Matera says that many of our European friends are thrilled with the prospect of our convention being in the New York metropolitan area and are making plans to attend. More good news indeed! Check out the latest AI2010 news at www.AI2010NYC.com.

Your WAHS Board will be having its next meeting in January in conjunction with the "new" Miami Airline Collectibles Show at the Embassy Suites Airport. If you have any questions, concerns, or even praise about the Society, please tell one of your board members. They will bring it up for discussion at the board meeting. Please remember that your Officers and Board members donate their time and money for the betterment of the Society, and they need your input.

The DC-7 pictured on the cover, and the one on page 10, are each actually a DC-7C, not a DC-7B as printed. Many thanks to George W. Cearley, Jr, for providing us with this information.

Once again, it is the time of year to reflect on our blessings and give thanks. The World Airline Historical Society has plenty to be thankful for, as do each of us. I challenge each and every one of you, to think of how you can help the Society grow. It takes a concerted effort by all of us, but I know we are up to the task. After all, we are starting our 34th year as an organization!

In this day and age, it seems that political correctness has overtaken many aspects of our lives, including those Holiday celebrations based on religious beliefs. I am pretty sure most of you will agree that it has gone way too far. With that in mind, I have decided that I will no longer be bound by political correctness in this area, particularly this time of year. I wish all of you a very MERRY CHRISTMAS, HAPPY HANUKKAH, and a blessed New Year.

Duane L. Young

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Flying Ahead...With The Log

Issue 34-4 ~ New York! New York!
Issue 35-1 ~ Aircraft over Britain
Issue 35-2 ~ Before The Fall—
The Airlines of Eastern Europe
Issue 35-3 ~ Flying Down To Rio -
Brazil's Airline History

By Sea and By Air: The World of Floaters

Jay E. Prall

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Charlie Chaplin's half-brother, Syd, started Catalina's first scheduled flying boat service using a three-passenger Curtiss MF "Seagull. Photo courtesy of Catalina Island Museum.

For the aviation buff with eclectic tastes, perhaps there is nothing more beautiful than an amphibious aircraft taxiing to the proverbial "position and hold."

And if you are blessed, the view from your window seat has traded jet engine pods and winglets for pontoons and water. Welcome to the world of Floaters.

In the next few pages we are going to explore the world of water-based aircraft and some of their operators. Though we acknowledge that a variety of land-based aircraft have been fitted with floats for water operations, our focus will be on the aircraft born for a water home rather than adopted into it.

A soon-to-be second grader was visiting his cousins in a logging camp in Alaska's panhandle. It was a rugged place. But it was also a place where Ellis Air Lines would sometimes interrupt their scheduled services, taxi up to the boom, and soon depart in a huge spray of coastal water.

For my cousins, the Goose was a familiar site. For this city boy, it was shock and awe that created a life-long fascination with amphibious aircraft. A return visit to Alaska two decades later garnered a flight on an Alaska Coastal - Ellis PBV.

Tony Jannus, Revolutionary

Such memories might have never been possible without the help of Tony Jannus. Tony was a man of dreams and a man of action. On January 1, 1914, he launched the world's first scheduled air-line, the St. Petersburg-Tampa Airboat Line.

Using a single passenger Benoist (pronounced 'Ben-wah') Model 14 seaplane, the 20-mile flights were inaugurated between the airline's namesake Florida cities.

The schedule called for two flights daily, six days a week. A one-way fare of \$5 was established. And if the passenger exceeded the 200 lb. baggage limit, a \$5 overweight fee was tacked on!

The Model 14 was an adventure in itself. The passenger sat on a wooden bench beside the pilot. With no cockpit window both were often baptized with salt water on the takeoffs and landings. A long chain, which reached from the engine in the hull to the prop, had a tendency to slip off. The fix was a forced landing in Tampa Bay, realignment of the chain, and continuation of the journey!

Though the service only lasted five months, the legacy of Tony's dream would eventually encircle the whole globe. Ahead lay a generation of Sikorsky, Short, Boeing, and Martin flying boats in the global colors of Pan Am, Imperial Airways, and other global heavyweights. (See the Fall 2009 issue of *The Captain's Log* for Pan Am coverage. British Airways will be featured in the upcoming Summer 2010 issue.) Any harbor with one of these magnificent aircraft drew the eye and the imagination!

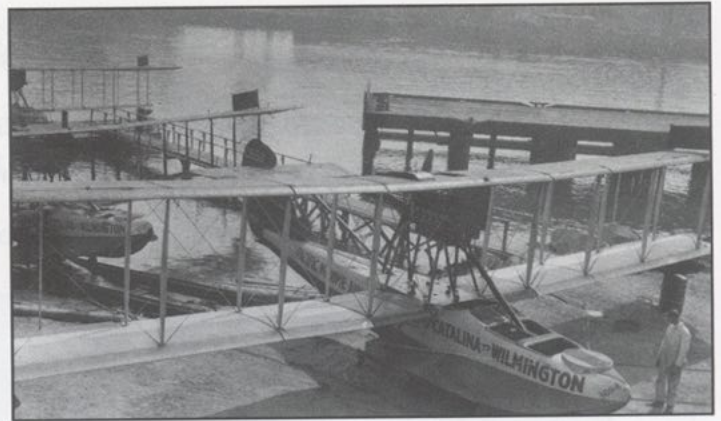
On the distant horizon were workhorse fleets of Grumman and other seaplanes. In the USA alone, these amphibians would be found from Alaska's cold waters to Florida's sun, from California's Santa Catalina Island to New York's Long Island. The Sacramento River in inland California as well as tropical waters from the Bahamas and the Caribbean to Hawaii and New Zealand would also dance with amphibious operations.

Seaplanes to Santa Catalina

During the most active decades of flying boat and float plan operations, Santa Catalina Island may have hosted more aircraft types than any other destination.

It all began with Syd Chaplin's launch of Wilmington - Catalina service in the summer of 1919. Syd had come to California to manage his famous comedian brother's career. But aviation was in his blood. Using a two-passenger Curtis MF "Seagull", Chaplin Air Line was born and operated Catalina service for just 14 months.

Pacific Marine Airways would begin Catalina service two years later with two Curtis HS-2L flying boats. The 20-minute flight generated \$12.50 in revenue, or \$20 for roundtrip passage. But a suitor was on the horizon. A rapidly expanding Western Air Express

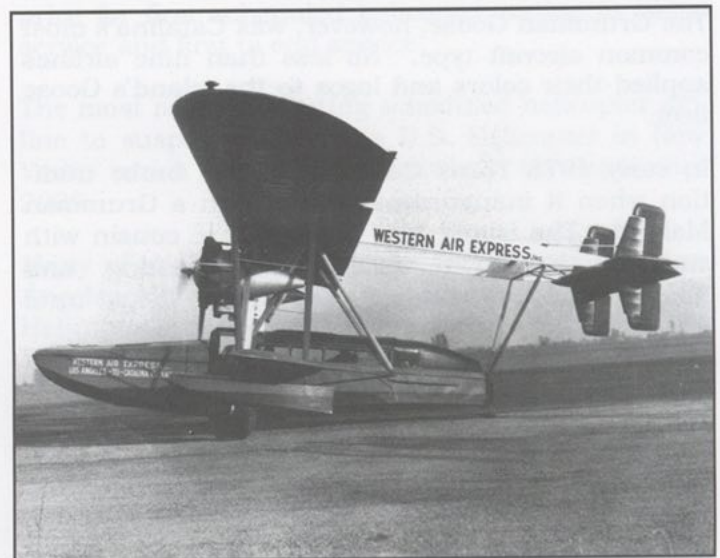


The Pacific Marine Airways Curtiss HS-2L fleet came unused from the US Navy following WWI. Photo courtesy of Catalina Island Museum.

acquired the carrier and Pacific Marine Airways became a division of the parent company. The Curtiss aircraft were joined by a Sikorsky S-38 and then two 8-passenger Loening C-2H amphibians.

The next aircraft to grace Catalina was the Douglas Dolphin. Operated by the Wilmington - Catalina Airline, the 10-passenger aircraft garnered another first in aviation history. At its Catalina terminus a revolutionary railroad-style turntable allowed the aircraft to taxi up to the airport, be "turned" for its return flight, and taxi back into the water.

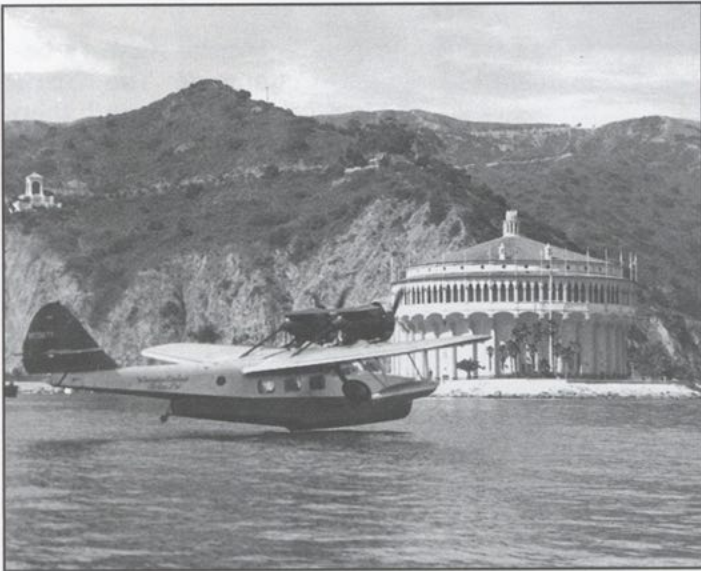
As World War ended, island residents welcomed the return of seaplane service with Amphibian Air Transport's Grumman Goose fleet. As new routes were added, the fleet grew with three Sikorsky S-43s. One had flown for Inter Island Airways (today's Hawaiian Air).



Western Air Express claimed it was the first airline to operate on both land and water, as the Sikorsky S-38 was equipped with pontoons and wheels. Photo courtesy of Catalina Island Museum.

Another newcomer to Catalina was California Maritime Airlines with its appropriately designated Consolidated PBY-5A Catalina. The "Catalina" name, however, had been given by British Air Services!

Avalon Air Transport, formed in 1943, was the next carrier to introduce a new aircraft – and a big splash it was. Dick Probert, the airline's founder, needed additional lift for his popular Catalina service. The answer was in an abandoned aircraft near Lima, Peru. The glorious aircraft, one of three Sikorsky VS-44s formerly operated in passenger service by American Export Airlines, would be a great signature aircraft for Catalina. In 1957 the huge flying boat joined AAT's Grumman Goose fleet and was promptly dubbed "Mother Goose."



The Douglas Dolphin operated by Wilmington-Catalina Airline was as much at home in the water as it was on Catalina's famous turntable. Photo courtesy of Catalina Island Museum.

The Grumman Goose, however, was Catalina's most common aircraft type. No less than nine airlines applied their colors and logos to the island's Goose fleet.

In early 1978 Trans Catalina Airlines broke tradition when it inaugurated service with a Grumman Mallard. The island now had a Goose cousin with stand-up headroom, three-abreast seating, and "extensive soundproofing." The service lasted until 1981.

Grumman and more Grumman

On the opposite side of the American continent, Arthur Burns "Pappy" Chalk and his airline's successive owners operated a Who's Who of Grumman aircraft. In 1947 Chalk's launched scheduled services with the 4-seat Widgeon. They were followed by the 10-seat Goose and the 17-seat Mallards.

The fleet expansion continued with the introduction of ex-military Grumman G-111 Albatross service.

These aircraft brought airline amenities such as a flight attendant, bathroom, and in-flight service. But expensive conversion costs and declining traffic demand eventually left the Albatross fleet parked in the Arizona desert.

More than Memories

Though Chalk's has now vanished and Catalina's harbor no longer receives scheduled seaplane service, the flying boat and amphibious era can be relived around the world.

Dick Probert's Sikorsky VS-44, which later flew for Antilles Air Boats, has been restored to American Export Lines colors. It rests elegantly at Connecticut's New England Air Museum (www.NEAM.org). Santa Catalina's storied aviation history is on display at the Catalina Island Museum and documented in two superb books, *Catalina By Air* (Arcadia Publishing, 2008) and David Johnston's *The Knights of Avalon*.

If you are looking for something a little more exotic, a visit to the South Pacific should begin at Auckland's Museum of Transport and Technology (www.MOTAT.org.NZ). Your eyes will fall in love with the only surviving Solent Mark IV flying boat. It has been restored in the splendid sky blue colors of TEAL (Tasman Empire Airways, Ltd.).

Your journey then continues north to the Cook Islands. Here the Coral Route Solents landed in the Aitutaki Lagoon for refueling and passenger amenities at a small terminal on an otherwise deserted islet.

Today the Akaiami Lodge (www.akaiamilodge.com), an exclusive vacation site, has been rebuilt on the exact spot where the original terminal stood. The islet remains otherwise uninhabited and you can still walk the coral jetty. Be sure to bring along a copy of the book *Conquering Isolation, The First 50 Years of Air New Zealand* (Heinemann Reed, 1990) to relive stories from the lagoon. What did the coral jetty have to do with band instruments, anyway?

If you have never been on a Goose, there is still time. Pacific Coastal Airlines (www.pacificcoastal.com) in British Columbia, Canada, still operates this historic aircraft type in scheduled service. But you may want to hurry!

In just four years the accomplishments of Tony Janus will once again return to the Florida spotlight. Could the festivities for the 100th Anniversary Celebration of float plane and scheduled airline service also include an Airliners International convention? The unofficial talk is suggesting "yes." AI 2014 Tampa-St. Pete does have a nice ring to it!

Rotors

Scheduled Helicopter Airlines – A Different Perspective Brent Wallace

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New York Airways Boeing Vertol V-44 N10100. The V-44 was their first passenger helicopter version which began service with them in 1953. This photo is probably late 50s or early 60s at one of the NYC airports. (Photo: Steve Pinnow Collection via www.air72.com)

The golden age of helicopter airlines was in the 1950s and 1960s with a limited resurgence in the USA from the late 1970s through mid-1980s. Despite peoples' high hopes and good intentions at the time for these new machines with their spectacular capabilities, recorded history of scheduled helicopter airline operations is scattered and difficult to unearth.

Helicopter Airlines of the Present

To date, the author has identified just 14 such airlines currently operating around the world (see chart).

Of those that have survived the test of time (and many other tests too), it is noteworthy that several have been in continuous operation, albeit with the occasional name change, for more than a decade or two, or even three in some cases.

Others in Peru and Russia continue to be a challenge to confirm as offering scheduled services due to the limited ability for direct contact with them.

Helicopter Airlines of the Past

A little more than 100 additional scheduled helicopter airlines have operated previously in various locations around the world -- far too many to even touch on in an article like this.

The first recorded scheduled helicopter airline was operated by British European Airways between Cardiff Airport and Liverpool via Wrexham using Sikorsky S-51 helicopters, operating from June 1, 1950 to March 31, 1951. A series of other scheduled passenger services followed throughout southern England between 1952 and 1956 utilizing Sikorsky S-51, Bristol 171 and Westland WS-55 helicopters. None lasted more than a year. Thus BEA earns the prize for first scheduled helicopter airline to begin service and first to end service.

The most recent operating scheduled helicopter airline to suspend services is U.S. Helicopter in New York, which dropped all services in September 2009.

Many of us have heard of the "big names" like Los Angeles Airways, San Francisco and Oakland (SFO) Helicopter Airlines, Chicago Helicopter Airways, New York Airways and SABENA that operated in the 1950s, '60s and '70s and are now gone.

Some of us know of American scheduled helicopter airlines that are long gone, like Mohawk Airlines, PanAm/Omniflight, New York Helicopter and Resorts International/Trump in the New York area, Airspur and Catalina Airlines in California, Hub Express in Boston, and many others scattered across the USA in a surprising number of cities.

A few of us know of international names like Ansett in Australia, Copterline in Finland, Elivie in Italy, City Airlink in Japan, Hummingbird Helicopters and Seagull Airways in the Maldives, Gozo Wings in Malta, Pakistan International in East Pakistan, Aeroflot throughout Russia, Helikopterservice in Sweden and Airlink in the United Kingdom. All are now history.

A Closer Look Outside the USA

Embracing the World element of WAHS, it may be interesting to examine a few of the lesser-known scheduled helicopter airlines that have operated in countries other than the USA. Some of these have long since ceased operation and some continue to operate today.

Canada

In Canada, Bow 'Copters used a Sikorsky S-61N to operate scheduled passenger service in Montreal during 1979 and 1980. Air Canada was having problems coordinating their domestic flights at Montreal's Dorval airport with their international flights at Mirabel airport north of Montreal. Passengers were frequently unable to make connections and Air Canada was suffering financially because of this. Bow 'Copter's S-61N commenced scheduled service between Dorval and Mirabel in the Fall of 1979. The flights were listed in Air Canada's computer reservation system, carried AC flight attendants, and used AC airport gates. The helicopter was hangared in Air Canada's facility. (The service was featured in an article in Air Canada's in-flight magazine *Enroute* during this time. The author would like to obtain a copy of this article).

The service ended in the Spring of 1980 after proving financially unviable. Air Canada strongly supported the service but had no financial interest and provided no subsidy. In addition, there was strong opposition to the service from ground transportation providers (taxis and shuttles) who were reaping large profits moving passengers between the airports.

Also in Canada, Canadian Helicopters operated a scheduled airline between Vancouver and the resort area of Whistler from the Fall of 1989 until mid-January 1991. Four Eurocopter AS350B helicopters were used with two in service at any one time. Passengers were transported between Vancouver airport, Vancouver's harbour heliport and a heliport near the mountain village of Whistler in 30 minutes for prices from C\$100 - \$130.

Inability to charge enough to make a satisfactory return on investment, combined with unpredictable weather caused the large Canadian company to

shut the service down and move the aircraft to more traditional charter markets.

Faroe Islands

The Faroe Islands (an autonomous province of Denmark approximately halfway between Scotland and Iceland) is home to Atlantic Airways. Atlantic Airways (previously SL Helicopters or Strandfaraskip Lansins) commenced scheduled helicopter services in 1984 using a single Bell 212 helicopter under the control of Strandfaraskip Landsins. All helicopter activities were transferred from SL Helicopters to Atlantic Airways in the spring of 1994. Today the service operates with two Bell 412s.

The operation is based at the Vagar airport and continues to fly to almost 20 destinations on at least 11 different islands following a busy four day per week schedule.

Ireland

Dublin City Helicopters was an "interesting" experience for many involved and has since been discourteously called a fiasco by some. Between April 3, and June 17, 1985 a Sikorsky S-61N plied the air between Dublin airport and Holyhead, an island off the coast of Wales. With a distance of 60 miles and fares just slightly above the ferry competition, the service was heavily promoted under the title "HeliRail". An extensive (and expensive) purpose-built heliport was constructed at Holyhead, a project that delayed start-up by a year. There passengers could board and disembark trains to/from destinations throughout England. The schedule called for five round trips per day Monday to Saturday. Service ended abruptly without prior announcement at the close of business on June 17, 1985 with the aircraft re-possessed by British Airways and on its way to Aberdeen by 08:00 the next morning!

Montserrat

Montserrat is a British overseas territory located in the Leeward Islands, part of the chain of islands called the Lesser Antilles in the Caribbean Sea. Its Georgian era capital city of Plymouth was destroyed and two-thirds of the island's population forced to flee by an eruption of the previously dormant Soufriere Hills volcano.

Following the destruction of Plymouth and the island's only airport on June 25, 1997, scheduled helicopter service between Antigua and Montserrat was started by Bajan Helicopters of Barbados under contract to the Montserrat government operating under the name Montserrat Air Support Unit. Two 5-passenger Eurocopter AS350Bs were used in the beginning with a transition to the larger IFR nine-

passenger AS365N in 1998, followed by a replacement AS365N.

The service operated from Antigua's V.C. Bird International Airport, where it was handled by Carib Aviation, on Sunday, Monday, Tuesday, Thursday and Friday with several flights each day taking 15 minutes to cover the 32 nautical miles to Gerald's heliport on the north end of Montserrat. The fare of \$60 US was subsidized by the British government.

Scheduled helicopter service ended with the opening of the new Gerald's Airport on Montserrat in July 2005 (since renamed John A. Osborne International Airport). The island is now serviced by small fixed wing aircraft.

Spain

At the western end of the Mediterranean Sea is another unique scheduled helicopter airline operated by the Inaer Group (formerly Trabajos Aereos Bonny and Helicopteros del Sureste or Helisureste). The service operates between Malaga airport in the Alicante Province of Spain and the autonomous Spanish city of Ceuta located on the North African side of the Strait of Gibraltar.

Scheduled helicopter services commenced on April 22, 1996 and continue today, subsidized by the Spanish government. Up to three 12-passenger Bell 412 helicopters have been in service at any one time. A 15-passenger AgustaWestland AW139 entered service in April 2006 and, due to increased performance, reduced the sector time from 30 minutes to 20 minutes. Well over 1000 passengers per month were reported as the norm on a six day per week schedule with 46 flights per week up until the spring of 2009 when flight reductions were implemented. Fares are approximately 100 Euros one-way.

United Kingdom

Burnhills Highland Helicopter Service is the last of the helicopter airlines we will summarize here. Very little data is available but, based on published timetables and anecdotal information, it is known that this company operated two Agusta-Bell 206Bs on scheduled passenger services in the winter of 1982/83 between Glasgow airport and Fort William, Oban, Rothesay and Lochiphead. The company was associated with Burnhills Aviation Limited and designed the schedule to connect with British Airways and British Caledonian flights to Heathrow and Gatwick. Each destination outside of Glasgow was served twice per day three times per week for fares ranging from 12.50 to 35.00 pounds sterling one way. There is no record of the service continuing past the Spring of 1983.

These are just a few of the scheduled helicopter airlines that have provided passenger services in various locations around the world over the last 60 years. The topic is unique, like the helicopter itself, and fascinating to study in detail when one takes the time to consider the technical, financial, political and geographical challenges faced by those who have made their living creating and operating these niche airlines.

The author is always interested in hearing from anyone with stories, photos, material or corrections to contribute regarding scheduled helicopter airlines around the world, past and present. Contact Brent Wallace at brent.wallace@tc.gc.ca

Helicopter Airlines of the Present

Canada:	Helijet International in Vancouver since 1986.
Faroe Islands:	Atlantic Airways in Vagar since 1984.
France:	Nice Hélicoptères in Nice since 1998. Oya Vendee Hélicoptères in Fromentine since 1983
Greenland:	Air Greenland in Nuuk (Godthaab) since 1965.
Hong Kong:	Sky Shuttle in Hong Kong and Macau since 1990.
India:	Pawan Hans in various locations, including the Andaman and Nicobar Islands, Katra and Phatra/Gauchar since 2003.
Italy:	Alidaunia in Foggia since 1985.
Japan:	Toho Airways south of Tokyo since 1992.
Monaco:	Héli Air Monaco since 1976.
Norway:	Lufttransport in Bodo since 1970.
Sierra Leone:	Inter City Helicopter (UTair Sierra Leone) in Freetown since 2007.
Spain:	Inaer Group in Malaga since 1996.
England:	British International in Penzance since 1964.

Playing Cards

By Fred Chan

topflite@olympus.net

Playing Cards Featuring Flying Boats, Float Planes and Helos

Although there are playing cards issued by airlines operating flying boats, float planes, and helicopters, there is no discernible trend in these, so I will just show the cards that are known to exist and add some pertinent comments when appropriate.

My previous column had already covered Pan Am's cards featuring its Sikorsky S-42 and Boeing 314 and these will not be repeated here. Another rare one is a TEAL deck showing a Shorts Brothers Solent which was issued in the early 1950s jointly by the airline and the aircraft manufacturer (Figure 1). However, there is also a newer deck showing the same aircraft in TEAL livery (Figure 2) but this was issued by a group restoring the flying boat and was not an official TEAL issue.

Two float plane operators have issued cards - Kenmore Air in Seattle (Figures 3 & 4) and Harbour Air in Vancouver, British Columbia (Figure 5). Incidentally, the Kenmore card in Figure 4 was designed by this author for Kenmore's 50th Anniversary.

Grand Canyon Helicopters and its successor Papillon Grand Canyon Helicopters have some very colorful designs for its tourist passengers (Figures 6, 7 & 8) and Petroleum Helicopters (which transports passengers to off-shore oil rigs) have issued two designs (Figures 9 & 10).

Cards have also been issued by other helicopter carriers - Copterline in Finland (Figure 11), Heli Air Monaco (Figure 12), Votec in Brazil (Figure 13), Greenlandair (Figure 14), and Western Helicopter (Figure 15).



Figure 1

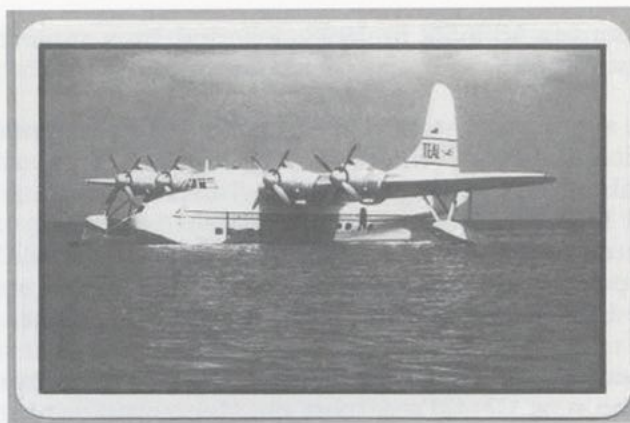


Figure 2

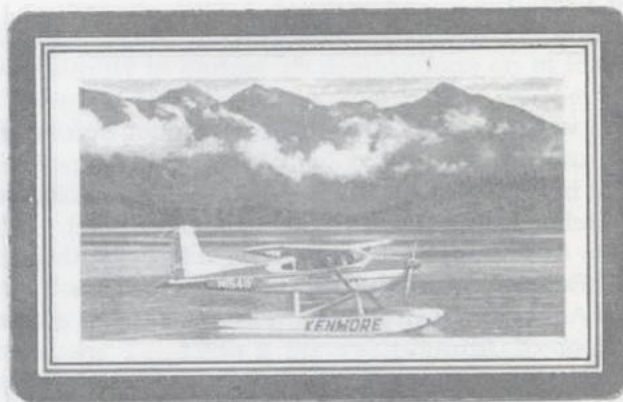


Figure 3



Figure 4



Figure 5



Figure 6



Figure 9

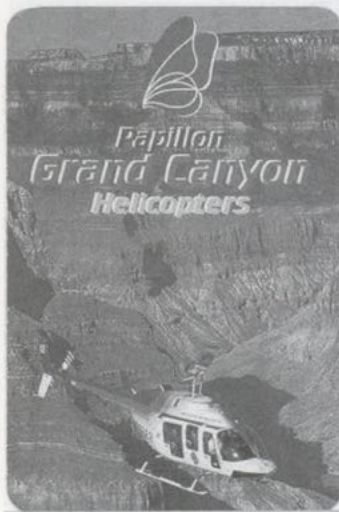


Figure 7



Figure 8

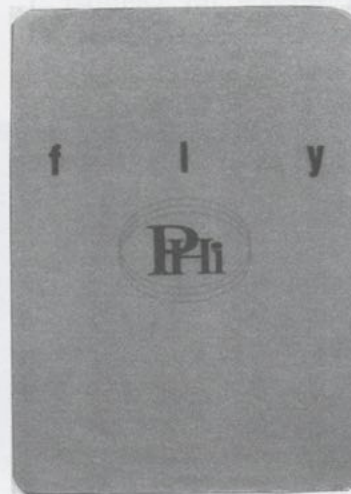


Figure 10



Figure 11



Figure 12

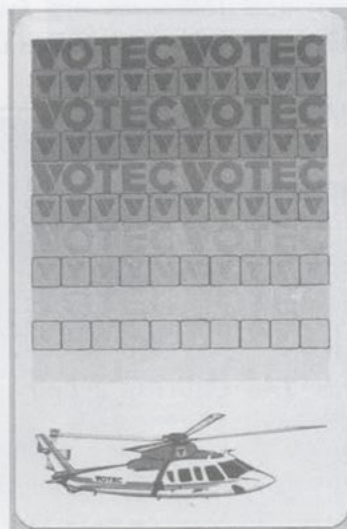


Figure 13



Figure 14



Figure 15

Disneyland by Helicopter

By Ken Miller

Did you know that one could once fly directly to Disneyland by helicopter? Los Angeles Airways operated service to the park from LAX from 1955 to 1968. Sadly there were two fatal accidents in 1968 that led to the closure of the Disneyland heliport and discontinuation of the service.

Los Angeles Airways (LAA) was based in Los Angeles and offered helicopter service to area airports as well as to Disneyland from Los Angeles International Airport. LAA started the first regularly scheduled helicopter mail service on October 1, 1947. LAA also was the first civil operator of the Sikorsky S-61 introducing them on March 1, 1962. The airline ceased operations in 1971 after being purchased by Golden West Airlines.

Helicopter flights to Disneyland began in 1955 and coincided with the park's opening. The Heliport originally was located near the intersection of the 5 Freeway and Harbor Boulevard. Guests were transported to the park by tram. LAA had at least two Sikorsky S-55's painted green and yellow that first provided Disneyland service. By 1957 the Disneyland Railroad tracks were re-aligned towards Harbor Boulevard causing the heliport to be moved 140 yards further south. Three years later in 1960 the heliport moved to its final location on the southwest side of the park closer to the Disneyland Hotel.

On March 1, 1962 LAA became the first civil operator of the Sikorsky S-61L. The S-61L could seat up

to 28 passengers and cruised at 140 mph. On May 22nd 1968 the Disneyland Heliport service suffered its first fatal accident. S-61L N303Y flight 841 was cruising at 2000' enroute to LAX after departing Disneyland. At about 5:50PM the crew broadcast a message "L.A., were crashing, help!" There were no survivors among the 20 passengers and 3 crew. The cause was a mechanical failure in the blade rotor system which allowed one blade to strike the fuselage which then caused all of the blades to break. At its time it was the worst helicopter accident in US aviation history. Only 3 months later on August 14, 1968 another fatal accident occurred. Los Angeles Airways S-61L N300Y was operating flight 417 from LAX to the Disneyland Heliport. Prior to this leg the aircraft and crew had completed 3 round trips in the Los Angeles metro area. The last radio broadcast from the flight was an acknowledgement that radar service had been terminated by Hawthorne Tower. The aircraft crashed in a park in Compton with loss of the 18 passengers and 3 crew. Sadly one of the passengers was the 13 year old grandson of Clarence M. Belinn the founder and President of Los Angeles Airways. Cause of this accident was a fatigue crack and failure of a main rotor blade spindle. All S-61s were grounded until the problem was fixed. Helicopter service to Disneyland was discontinued after the two accidents in 1968. All three of the Heliport sites now seem to be converted to parking lots.

References include Wikipedia as well as the website Abandoned and Little Known Airfields by Paul Freeman. <http://www.airfields-freeman.com/> The Disneyland Heliports are found at the Northwestern Orange County, California page.

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Flying Stamps

By Jim Edwards

Throughout the years, postal authorities from around the world have depicted "Rotors & Floaters" on postage stamps. Here's a small selection for your enjoyment.



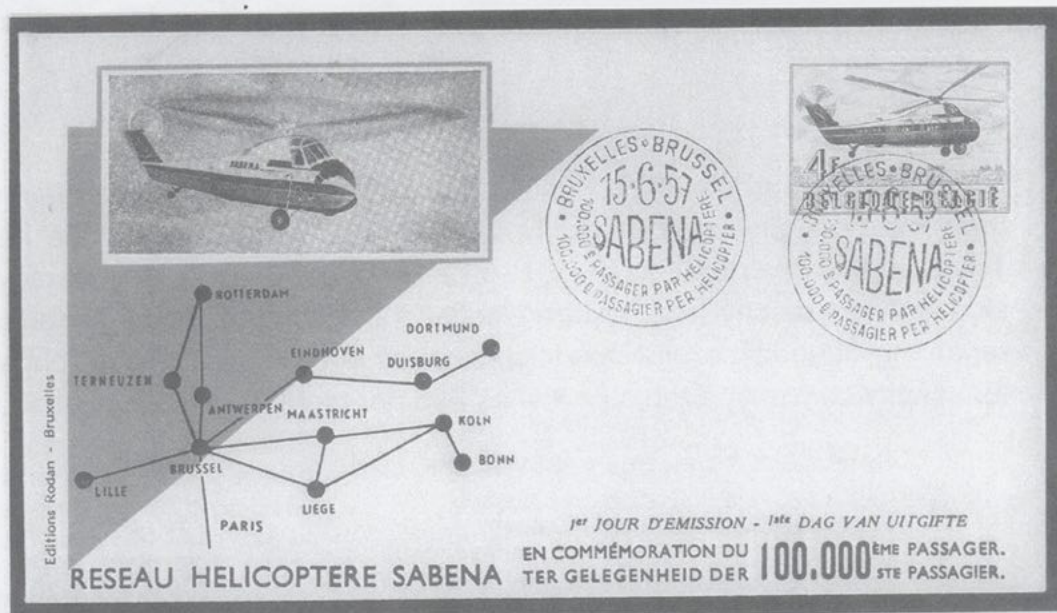
The Falkland Islands issued these two stamps in 1978 to celebrate the 26th anniversary of the first direct flights from Southampton UK to Stanley by Aquila Airways.



The Aquila Airways Short Solet was featured on this postal stamp issued by the Caribbean nation of Grenada in 1983 to celebrate 200 years of manned flight.



The African nation of Chad issued this sheet of stamps with seaplanes in 1997.



Belgium issued this stamp and cover in 1957 to celebrate the 100,000 passengers who used SABENA's Sikorsky S-58 helicopter service.



This stamp sheet of seaplanes used for mail service was issued by Iceland in 1993.



Aeroflot's MI-8 helicopter is featured on this stamp issued by the USSR in 1980 as part of a set of stamps with helicopters.

The World is Coming to New York

August 12 - 14 , 2010 !

AIRLINERS INTERNATIONAL 2010 NEW YORK



Come visit the world's largest gathering of airline enthusiasts as they meet for the first time in the New York City area, August 12-14, 2010. The location is the newly remodeled Robert Treat Hotel (www.rthotel.com - 973-622-1000) in Newark, New Jersey USA. General Admission is \$10 per day and Children under 12 accompanied by an adult are free. Information regarding attendance and vendor packages is now available on our web site. Call the hotel for special convention rates as low as \$95 per night starting August 10 thru August 15.

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- ~ Tour of NJ Aviation Hall of Fame
- ~ Model , Postcard, Photo and Slide Contests
- ~ Special Discount fares:

Continental Offer Code ZFEJCCRXX5 to EWR
American Offer Code A2480AA to EWR, LGA, JFK, HPN

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www.ai2010nyc.com

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*New York
or bust*

Timetables

By David Keller

dkeller@airlinetimetables.com

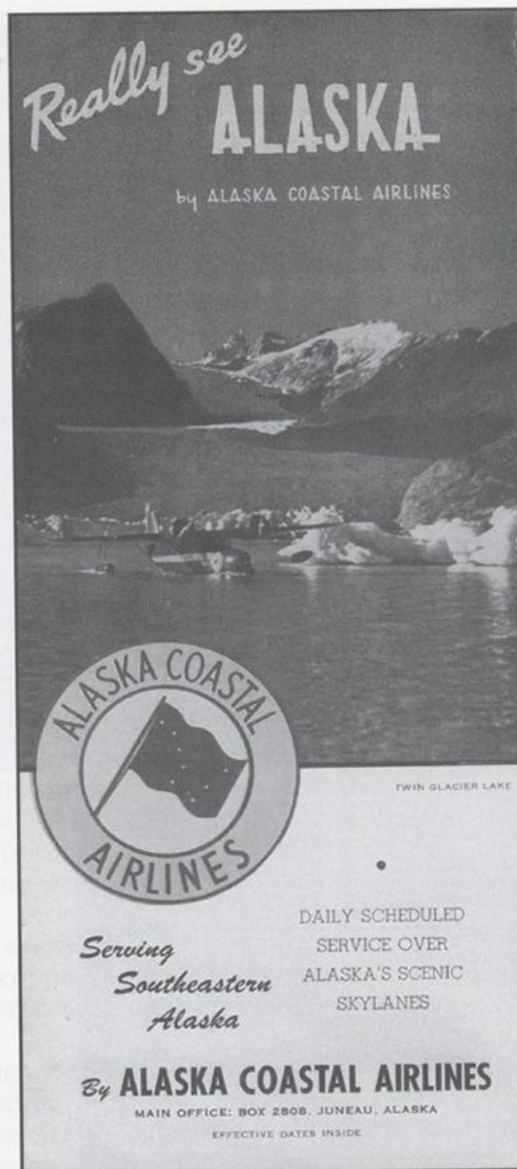
Rotors and Floaters

While the vast majority of airline passengers throughout nearly a century of air travel have been transported on conventional fixed-wing, land-based aircraft, a small percentage have been carried by rotary-wing or water-based aircraft. Although both of these "alternative" modes of air transportation were predicted by some to eventually carry a substantial portion of all airline passengers, their use has largely been confined to "niche" markets where the specific operating conditions make fixed-wing aircraft less practical than either helicopters or floatplanes.

Floatplanes certainly got off to a promising start, as the first heavier-than-air scheduled service was operated by the St. Petersburg - Tampa Airboat Line in 1914 using Benoist Model 14 airboats. This service lasted only a matter of months, and subsequent airlines that were formed favored land-based aircraft. However, by the 1930's, Pan Am was operating various models of flying boats on its Latin American and Pacific routes. Noting that nearly all the world's major cities were located near bodies of water, predictions were made that flying boats would once again become the prevalent aircraft type used by the airlines. Several other carriers made use of flying boats, including BOAC, Qantas and TEAL. The TEAL timetable dated March 1, 1949, finds the carrier was operating a daily Auckland to Sydney roundtrip using "Tasman Class Flying Boats", which were apparently Shorts Sandringhams.

Land-based aircraft asserted superiority over their aquatic brethren, and when TEAL discontinued service on its "Coral Route" to Tahiti in 1960, it marked the end of one of the world's last long distance international flying boat services. Water-based aircraft did manage to find work in parts of the world that were well suited for them.

Possibly the best region for floatplane operations is the Pacific Northwest, from Southeastern Alaska to Washington state, which has seen a number of such operators over the years. Mountainous terrain (not ideal for runway-building), coupled with the fact that most populated areas are very close to the water, give the water-based operations an edge in many of these communities.



Really see
ALASKA
by ALASKA COASTAL AIRLINES

ALASKA COASTAL AIRLINES

TWIN GLACIER LAKE

Serving
*Southeastern
Alaska*

DAILY SCHEDULED
SERVICE OVER
ALASKA'S SCENIC
SKYLANES

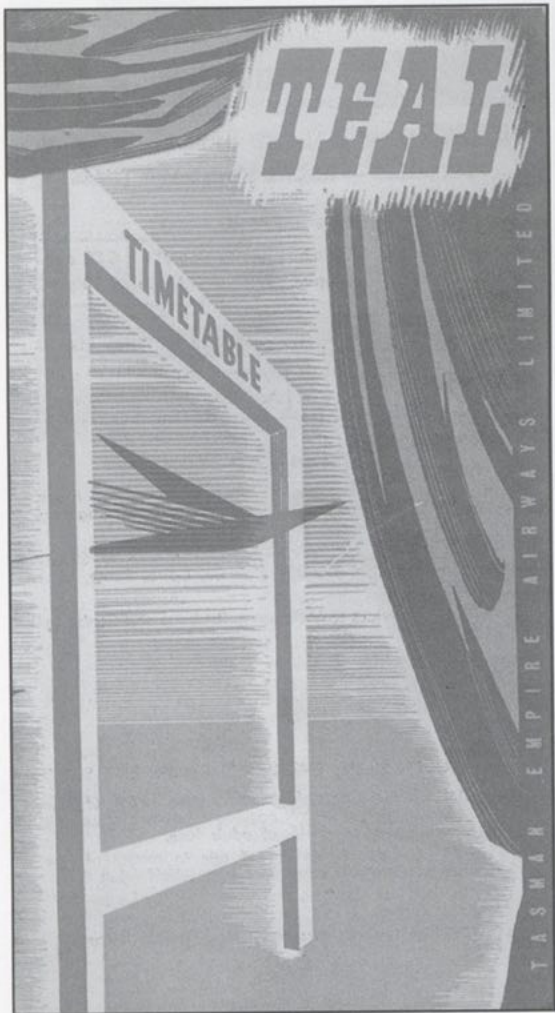
By **ALASKA COASTAL AIRLINES**
MAIN OFFICE: BOX 2808, JUNEAU, ALASKA
EFFECTIVE DATES INSIDE

Alaska Coastal Airlines - March 1, 1953

One such airline was Alaska Coastal Airlines, which was operating a number of such aircraft as indicated by the March 1, 1953 timetable; Aeronca Seaplane, Republic Seabee, Lockheed Vega Seaplane, Bellanca Pacemaker Seaplane, Grumman Widgeon, and Grumman Goose. Alaska Coastal merged with Ellis Airlines in 1962 to form Coastal-Ellis Airlines.

In the late 1960's, Alaska Airlines acquired Coastal-Ellis Airlines. In the timetable dated February 7, 1972, Alaska was still operating the Grumman Goose on routes linking Ketchikan with Annette Island and Wrangell.

Further down the Pacific Coast, British Columbia has also been home to a number of floatplane carriers. As illustrated by the cover of the Air BC timetable from October of 1981, the airline maintained a fleet of both land- and water-based aircraft. The route map shows the land-based operations concentrated at Vancouver Airport, while the water-based flights served Vancouver Harbour.



TEAL - March 1, 1949

FLIGHT NUMBER	AIRCRAFT	1883	401	300	1881	1881	303	315	413	206	1883	408	305	407	417	317	309	1885	319	400	1886	1888	City Code
CLASS OF SERVICE	FREQUENCY (DAILY UNLESS NOTED)	Fax	T	Y	FY	GG	GG	GG	GG	GG	Fax	GG	GG	T	T	T	T	Fax	GG	GG	Fax	Fax	City Code
SEATTLE TACOMA	PST	Lv					7:00	8:00		12:10								3:30			4:25	8:05	SEA
KEYCHIKAN	Lv						7:50		8:45									4:45			5:30		KTI
ANNETTE ISLAND	Ketchikan Jet						8:00		8:50									5:00			5:30		ANN
SEATTLE TACOMA	PST	Lv					10:00		11:00									6:30			7:15		SIT
JUNEAU	Lv						10:00		11:00									7:00			8:00		JUN
ANCHORAGE	Lv						10:00		11:00									7:00			8:00		ANC
FAIRBANKS	Lv						10:00		11:00									7:00			8:00		FAI
SIKKA	Lv						10:00		11:00									7:00			8:00		SIT
SKAGWAY	Lv						10:00		11:00									7:00			8:00		SKG
WREANGELL	Lv						10:00		11:00									7:00			8:00		WRA
WREANGELL	Lv						10:00		11:00									7:00			8:00		WRA
WREANGELL	Lv						10:00		11:00									7:00			8:00		WRA
WREANGELL	Lv						10:00		11:00									7:00			8:00		WRA
WREANGELL	Lv						10:00		11:00									7:00			8:00		WRA
WREANGELL	Lv						10:00		11:00									7:00			8:00		WRA
WREANGELL	Lv						10:00		11:00									7:00			8:00		WRA

Alaska Airlines - February 7, 1972

JUNEAU - KETCHIKAN					
26 Tues.	21 Daily	Read Down	Read Up	21 Daily	27 Tues.
AM 9:00	AM 10:30	Lv. JUNEAU (PST)	Ar.	PM 4:10	PM 3:00
F	F 11:30	Lv. SITKA	Ar.	F 3:20	F 3:00
F	F 12:00	Lv. PETERSBURG	Lv.	F 2:50	F
F	F 12:40	Lv. WRANGELL	Lv.	F 2:00	F 1:30
F	F 12:40	Ar. KETCHIKAN	Lv.		

F—Flag Stop. Stop-over privileges on this route.

JUNEAU - SKAGWAY					
36 Daily Ex. Sun.	31 Daily	Read Down	Read Up	31 Daily	37 Daily Ex. Sun.
PM 1:15	AM 9:15	Lv. JUNEAU (PST)	Ar.	AM 11:10	PM 3:10
F 2:00	F 10:00	Lv. HAINES	Lv.	F 10:20	F 3:00
F 2:15	F 10:15	Ar. SKAGWAY	Lv.		F 2:20

F—Flag Stop. Stop-over privileges on this route.

JUNEAU - ICY STRAITS POINTS		JUNEAU - CHATHAM STRAITS POINTS	
40 Mon. Wed., Fri.	Read Down	50 Tues. Thur., Sat.	Read Down
AM 10:45	Lv JUNEAU (PST)	AM 10:45	Lv JUNEAU (PST)
+ ①	Lv HAWK INLET	+ ①	Lv FUNTER
+ ②	Lv ANGOON	+ ①	Lv EXCURSION INLET
+ ③	Lv HOOD BAY	+ ②	Lv GUSTAVUS
+ ④	Lv BARANOF	+ ③	Lv ELFIN COVE
+ ⑤	Lv TODD	+ ④	Lv PORT ALTHORP
+ ⑥	Lv CHATHAM	+ ⑤	Lv PELICAN
+ ⑦	Lv HOONAH	+ ⑥	Lv CHICHAGOF
+ ⑧	Ar JUNEAU	+ ⑦	Lv COBOL
		+ ⑧	Lv TENAKEE
			Ar JUNEAU

† Sequence of Stops Variable.
 * Arrival Time Variable.
 ①—Mondays Only.
 ②—Wednesdays Only.
 ③—Fridays Only.

† Sequence of Stops Variable.
 * Arrival Time Variable.
 ①—Tuesdays Only.
 ②—Thursdays Only.
 ③—Saturdays Only.

Timetable EFFECTIVE MARCH 1st 1949
 SUBJECT TO CHANGE WITHOUT NOTICE

AUCKLAND NEW ZEALAND SYDNEY AUSTRALIA
 1342 MILES — LOCAL STANDARD TIMES

TASMAN CLASS FLYING BOATS - DAILY

Auckland Depart	8.00 a.m.	Sydney Depart	6.00 a.m.
Sydney Arrive	2.30 p.m.	Auckland Arrive	3.30 p.m.

T.A.A. SKYMASTER CHARTER FLIGHTS - OPERATED AS TRAFFIC DEMANDS

Auckland Depart	9.30 a.m.	Sydney Depart	11.30 p.m.
Sydney Arrive	3.00 p.m.	Auckland Arrive	8.00 a.m.

Alaska Coastal - March 1, 1953

Washington state has also seen its share of float-plane operators. Lake Union Air's timetable dated April 4, 1990 shows the airline providing service to the San Juan Islands, Vancouver Island and several destinations in British Columbia.

The island of Catalina lies just over 20 miles from the mainland of California, and has become a destination for millions of tourists. Until 1946, the only way to reach the island by air was in a seaplane, and even after completion of the "Airport in the Sky", a number of carriers continued to operate from the harbor at Avalon. Catalina Airlines began service to Catalina in 1953 as Avalon Air Transport. The undated timetable (circa 1967) has a nice photo of a Grumman Goose on the cover, and the interior has a photo of the harbor that includes the VS-44A that was operated for a time. The airline was acquired by Aero Commuter Airlines in late 1967.

Another region that has seen its share of seaplanes is the Caribbean. As promoted on the timetable dated October 26, 1975, Chalk's International Airlines billed itself as "The World's Oldest Airline". The carrier operated a number of Grumman Mallards as well as the Grumman Albatross.

St. Croix-based Antilles Air Boats was another seaplane operator in the Caribbean during the 1960's and 70's. Antilles operated several types of float-planes, including the Grumman Goose. In the timetable dated May 3, 1977, the airline was operating 27 daily roundtrips between St. Croix and St. Thomas.

Downtown Airlines began floatplane operations of a different nature in 1972, connecting the Philadelphia business district (via Penn's Landing) with Lower Manhattan in New York. The illustrated timetable shows the carrier operating 5 daily roundtrips on the route, but an insert in the timetable shows that 2 of the Philadelphia to New York trips were cancelled in favor of extending the service to Washington D.C.. (Nothing in the timetable indicates where the airline landed in the Washington area.)

Helicopter service got off the ground (both literally and figuratively) in the 1950's. BEA was the first airline to offer passenger service with helicopters, using a Sikorsky S-51 between Cardiff and Liverpool (with an "on-demand" stop at Wrexham) beginning in June of 1950. The October 2, 1950 BEA Welsh Air Service timetable depicts the helicopter on the cover and shows one daily roundtrip over the route.

Several established airlines added helicopters to their fleets in the 1953-54 time period. Arguably the most successful of these was the Belgian carrier Sabena, which began passenger service using heli-

copters in 1953. By the summer of 1955, Sabena was offering service with Sikorsky S-55 helicopters to 13 destinations in 4 countries.

In the US, several airlines added helicopter service on an "experimental" basis, one of which was National Airlines. In the December 15, 1954 timetable, the carrier was operating helicopters from Miami as far north as West Palm Beach. This service was discontinued the following year.

A more typical pattern of helicopter service was seen in major metropolitan areas where flights operated between multiple airports and the central business district. These services were operated by newly-formed companies rather than the established airlines.

The first of these was New York Airways, which billed itself as "The First Helicopter Airline", having begun passenger service on July 8, 1953 using Sikorsky S-55's. The timetable dated April 1, 1961 shows the carrier operating Vertol 44B helicopters. These would be replaced by larger Vertol 107's before the company went back to Sikorsky equipment. As did several of these early helicopter operators, New York Airways operated "Suburban Service" to outlying areas such as Stamford and White Plains. These services were less economical due to longer flight segments and lower demand, and were generally dropped as the focus returned to the core inter-airport/downtown business model.

Chicago Helicopter Airways was another of the early helicopter airlines, largely focused on connecting Midway, O'Hare and the Loop. In the late 1950's and early 1960's, most airline service operated to and from Midway Airport, but jet flights operated through O'Hare, which meant that a number of Chicago connections required a change of airport. In the November 1, 1961 timetable, Chicago Helicopter was operating 44 weekday nonstops between Midway and O'Hare, plus 12 one-stops via the Loop.

Following the demise of Los Angeles Airways (largely as a result of 2 fatal S-61 crashes in 1968), Los Angeles Helicopter Airlines was created to fill the void. The timetable dated October 1, 1975, finds the carrier offering service between downtown, LAX, Burbank and Montebello, with additional destinations proposed for future flights.

Some other lesser-known (and generally short-lived) helicopter airlines came and went over the years, although there seems to be little information about them in the public domain.

Mississippi Valley Helicopters operated in the St. Louis area and claimed to be the "nation's fourth helicopter service". The illustrated timetable shows

AirBC Timetable

FLY A AirBC

AirBC is a Division of the Jim Pattison Group of Companies

Air BC - October 1981

CATALINA ISLAND BY AIR

catalina air lines, inc.

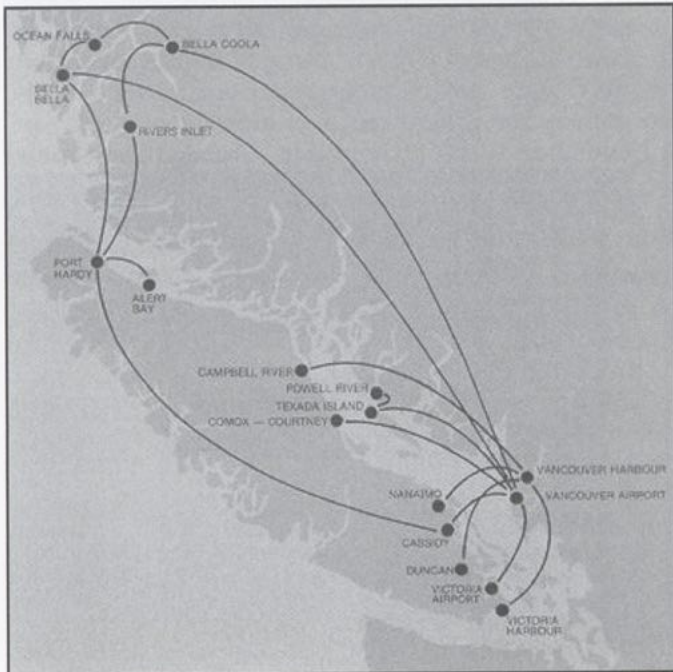
Catalina Air Lines - 1967

LAKE UNION AIR FLIGHT SCHEDULE

VICTORIA
VANCOUVER
CAMPBELL RIVER
SAN JUAN ISLANDS
TOFINO
SEATTLE

Reservations and Information
1-800-826-1890
206-284-0300

Lake Union Air - April 4, 1990



Air BC - October 1981

ANOTHER NATIONAL FIRST HELICOPTER SERVICE

SOUTH BOUND READ DOWN HELICOPTER SCHEDULE NORTH BOUND READ UP

H-41 AM	H-43 AM	H-47 PM	TABLE 10 ADVANCE RESERVATION REQUIRED			H-40 AM	H-42 AM	H-46 PM
	10 00		Lv	WEST PALM BEACH Palm Beach International Airport	Ar		9 32	
	10 04		Ar	WEST PALM BEACH Marina Park	Lv		9 31	
	10 05		Lv		Ar		9 30	
	10 09		Ar	LAKE WORTH	Lv		9 28	
	10 10		Lv		Ar		9 27	
	10 13		Ar	BOYNTON BEACH	Lv		9 25	
	10 14		Lv		Ar		9 24	
	10 16		Ar	DELRAY BEACH	Lv		9 22	
	10 17		Lv		Ar		9 21	
	10 20		Ar	BOCA RATON	Lv		9 15	
	10 21		Lv		Ar		9 14	
7 35	10 25	7 00	Ar	FORT LAUDERDALE	Lv	7 33	9 03	6 53
7 42	10 32	7 07	Lv	HOLLYWOOD	Ar	7 29	8 59	6 48
7 43	10 33	7 08	Ar	Flag Stop only—all Flights	Lv	7 26	8 58	6 48
7 50	10 37	7 15	Ar	BAL HARBOUR	Lv	7 25	8 55	6 45
7 51	10 38	7 16	Lv		Ar	7 24	8 54	6 44
7 55	10 48	7 20	Ar	MIAMI—MacArthur	Lv	7 18	8 48	6 38
7 56	10 49	7 21	Lv	Causeway	Ar	7 17	8 47	6 37
7 58	10 52	7 23	Ar	MIAMI	Lv	7 10	8 40	6 30
				Miami International Airport	Ar			

Convenient connections at Palm Beach International and Miami International Airports to all airlines.

National Airlines - December 15, 1954

20 roundtrips between the airport and downtown, stopping at Forest Park each way. It appears that the schedule is designed for a single aircraft and amounts to a staggering 80 takeoff and landings cycles daily!

HubExpress Airlines connected Logan Airport in Boston with a number of outlying communities, as advertised on the timetable dated December 15, 1989. This carrier had an agreement with Trump Shuttle that allowed Trump passengers to connect to HubExpress flights at no charge.

The Time Machine was a helicopter service in the Atlanta area connecting Hartsfield International to the Atlanta Galleria, Perimeter and Beaver Run. This timetable is undated, but has a notation of "Oct 83" at the top.

Helicopters have also found work in other parts of the globe. Greenlandair relies heavily on helicopters to serve many of the remote communities on its route network. The timetable dated April 1, 1996 shows the carrier operating 18 helicopters as opposed to only 5 fixed-wing aircraft. Underscoring the importance of helicopters to the airline is the silhouette of an S-61 on the cover.

Heli Air Monaco operates helicopter service between the heliport in Monaco and the airport at Nice, France. In the timetable dated October 30, 1995, flights departed Monaco every 20 minutes with 40 roundtrips scheduled each day. (This timetable has 64 pages, of which exactly 2 are required to show the flight schedule!)

British International is a helicopter carrier serving the Isles of Scilly in the United Kingdom. This airline has evidently gone through several restructurings, with the present-day version having been founded in 2000. (This doesn't prevent the company from laying claim to "the longest running scheduled helicopter service in the world".) The 2002/03 flight schedule indicates that 2 S-61N's were in use.

Neither water-based nor rotary-wing services have achieved the levels that might have been anticipated 50 or 70 years ago. In fact, only a tiny percentage of airline passengers use either of these modes of air travel. Despite this, floatplanes and helicopters have proven themselves by providing vital transportation links where conventional aircraft are simply not a viable alternative.

Antilles Air Boats
Effective May 03, 1977
Timetable

The Goos

Landing Destinations:
St. Thomas
St. Croix
St. John
St. Martin
Tortola
Papeete
San Juan

the world's largest seaplane airline

Antilles Air Boats - May 3, 1977

CHALK'S INTERNATIONAL
The World's Oldest Airline.

Miami-Bahamas. Chalk's features daily non-stop service between Miami, Bimini, Cat Cay and Paradise Island, Nassau.

More convenience. Chalk's flies directly from downtown Miami (Watson Island, just off the MacArthur Causeway) to Paradise Island, Nassau. We have customs and immigration at our own private terminals, so there's no delay. And you can always park free within 50 feet of the plane.

The scenic route. On Chalk's, getting there really is half the fun. You can watch the changing colors of the Bahamian waters. You can see the huge coral reef formations. And you can rest easy on our 57 years of experience in continuous service to the Bahamas.

For reservations. In Miami, call (305) 377-8801. In Nassau, call 52848. In Bimini or Cat Cay, ask the operator to connect you. (Chalk's accepts tickets from any U.S. airline.)

Chalk's Airlines
Watson Island, Miami, Florida
(305) 377-8801

Chalks - October 26, 1975

GWASANAETH AWYR CWYMRU
WELSH AIR SERVICE

BEA

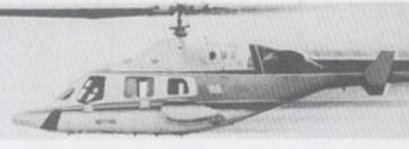
World's first regular
PASSENGER HELICOPTER SERVICE

BRITISH EUROPEAN AIRWAYS

British European Airways - October 2, 1950

CARDIFF - WREXHAM - LIVERPOOL		
Frequency	Weekdays	
Flight No.	E.2014	
Cardiff Penguin Moors Airport dep	09:15	
Wrexham Plas Coch Farm arr	10:45	
Wrexham Plas Coch Farm dep	10:50	
Liverpool Albion arr	11:15	
Liverpool Mablethorpe arr	11:25	
Liverpool Cliff Street Station arr	11:30	
Frequency	Weekdays	
Flight No.	E.2024	
Liverpool Cliff Street Station dep	12:05	
Liverpool Mablethorpe dep	12:05	
Liverpool Albion dep	13:45	
Wrexham Plas Coch Farm arr	14:10	
Wrexham Plas Coch Farm dep	14:15	
Cardiff Penguin Moors Airport arr	15:45	

TIME MACHINE



SCHEDULED HELICOPTER SERVICE


ATLANTA
GALLERIA
PERIMETER
BEAVER RUIN

RESERVATIONS & INFORMATION
404 925-3334


Time Machine - 1983

NEW YORK Airways

SCHEDULED HELICOPTER SERVICE
SUMMER SCHEDULE
EFFECTIVE APRIL 1, 1961



VERTOL 44B



"The First Helicopter Airline"

- PASSENGERS
- MAIL
- EXPRESS
- FREIGHT

NEW YORK Airways

New York Airways - April 1, 1961

MISSISSIPPI VALLEY HELICOPTERS, INC.

the nation's fourth scheduled helicopter service

FLIGHT SCHEDULE, MONDAY THROUGH FRIDAY

Inbound					Outbound				
FLIGHT NUMBER	LEAVE TERMINAL	ARRIVE FOREST PARK	LEAVE FOREST PARK	ARRIVE DOWNTOWN	FLIGHT NUMBER	LEAVE DOWNTOWN	ARRIVE FOREST PARK	LEAVE FOREST PARK	ARRIVE TERMINAL
A. M. St. Louis Time					A. M. St. Louis Time				
101	8:00	8:05	8:07	8:11	102	8:13	8:17	8:19	8:24
103	8:40	8:45	8:47	8:51	104	8:53	8:57	8:59	9:04
105	9:23	9:28	9:30	9:34	106	9:36	9:40	9:42	9:47
107	9:52	9:57	9:59	10:03	108	10:05	10:09	10:11	10:16
109	10:46	10:51	10:53	10:57	110	10:59	11:03	11:05	11:10
111	11:15	11:20	11:22	11:26	112	11:28	11:32	11:34	11:39
P. M. St. Louis Time					P. M. St. Louis Time				
113	12:09	12:14	12:16	12:20	114	12:22	12:26	12:28	12:33
115	12:38	12:43	12:45	12:49	116	12:51	12:55	12:57	1:02
117	1:32	1:37	1:39	1:43	118	1:45	1:49	1:51	1:56
119	2:01	2:06	2:09	2:12	120	2:14	2:18	2:20	2:25
121	2:55	3:00	3:02	3:06	122	3:08	3:12	3:14	3:19
123	3:24	3:29	3:31	3:35	124	3:37	3:41	3:43	3:48
125	4:18	4:23	4:25	4:29	126	4:31	4:35	4:37	4:42
127	4:47	4:52	4:54	4:58	128	5:00	5:04	5:06	5:11
129	5:41	5:46	5:48	5:52	130	5:54	5:58	6:00	6:05
131	6:10	6:15	6:17	6:21	132	6:23	6:27	6:29	6:34
133	7:04	7:09	7:11	7:15	134	7:17	7:21	7:23	7:28
135	7:58	8:03	8:05	8:09	136	8:11	8:15	8:17	8:22
137	8:27	8:32	8:34	8:38	138	8:40	8:44	8:46	8:51
139	9:30	9:35	9:37	9:41	140	9:43	9:47	9:49	9:54

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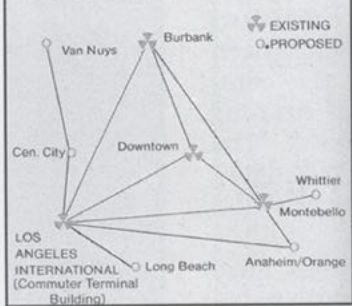
Los Angeles Helicopter Airlines - October 1, 1975

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Los Angeles Helicopter




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Van Nuys, Burbank, Cen. City, Downtown, Whittier, Montebello, LOS ANGELES INTERNATIONAL (Commuter Terminal Building), Long Beach, Anaheim/Orange

RÉSEAU HELICOPTÈRE * HELICOPTER LUCHNET * HELICOPTER NETWORK





ROTTERDAM (5), EINDHOVEN (4), DORTMUND (4), DUISBURG (4), KÖLN (3), BONN (3), LIÈGE (3), MAASTRICHT (3), ANTWERPEN (5), BRUXELLES, LILLE (6), YLISSINGEN (9), KNOKKE-LE ZOUTE (9)

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British International - 2002/03

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

When I was first told of the topic of airlines that flew helicopters or seaplanes, I figured that there really were not very many. But thinking about it a bit longer, I realized that in fact, there were quite a few airlines that I knew of that fit this category. I am sure there are many I did not think about. So let's just start typing and see what comes out.

First we will start with Grand Canyon Airlines (Figure 1). I checked on their web site. They have an operation going called Grand Canyon Helicopter Explorer so that surely would qualify them to be included in this article. And to that I am sure we could add Air Grand Canyon (Figure 2).



Fig. 1



Fig. 2

From Arizona, we will jump to Alaska. Again, I hardly believe that there was not any operator in Alaska that did not fly float planes in the early days. To that end, we can include Alaska Airlines (Figure 3), Pacific Northern Airlines (Figure 4) and certainly Reeve Aleutian Airlines (Figure 5).



Fig. 3



Fig. 4



Fig. 5

From Alaska we can jump to Hawaii. Remember that Hawaiian Airlines (Figure 6) flew Sikorsky aircraft when they were known as Inter-Island Airways.



Fig. 6

I don't think many people realize that Northwest Airlines (Figure 7) flew a Sikorsky S-38 between St. Paul to Duluth, Minnesota back in the days that Duluth did not have an airport but wanted air service so they used Lake Superior.



Fig. 7

National Airlines (Figure 8) had a S-55 helicopter that started in 1955 from the Miami area and extended to the Florida Keys and Palm Beach but noise abatement was their downfall and too many of the municipalities closed service to the airline.



Fig. 8

New York Airways (Figure 9) was an airline that offered scheduled helicopter service from atop the Pan Am Building to other airports in the area. Founded in 1949 as a mail and cargo carrier, it commenced passenger operations in 1953 becoming the first scheduled helicopter carrier in the United States.



Fig. 9

And the grand daddy of them all, Pan American World Airways (Figure 10) is the only airline I know of that put out a Junior Crew wing with a picture of a the Flying Boat on it. However, we have shown this wing in previous articles so I will show what I think is their second best looking junior wing.



Fig. 10

And this is just the United States. We won't have to go too far to find other countries with airlines operating seaplanes and helicopters. We know that British Overseas Airways Corporation (BOAC) (Figure 11) which became British Airways, used flying boats on their North Atlantic run and Mt. Cook (Figure 12) uses float planes probably to this day. Tasman Empire Airways Limited (TEAL) which was the forerunner of Air New Zealand (Figure 13) is another famous airline that should not be forgotten and they flew, among others, the Short Solent. And that only mentions three without doing much checking but it wouldn't surprise me if we could also include Lufthansa, Alitalia, etc.



Fig. 11



Fig. 12



Fig. 13

Happy Collecting,

Stan

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We now have available WAHS hats, shirts, jackets, stickers and name pins available for purchase. A limited edition poster with the first 30 Airliners International show logos is available for \$10. Please see the 'Sales' section of our website <http://www.WAHSOnline.com> for additional photos, pricing and ordering information.

Slide Photography

By Joe Fernandez & Eddy Gual

n314as@yahoo.com / eddyslides@bellsouth.net

Slow Down the Camera Shutter Speed for Aviation Action Involving Propeller-Driven Aircraft

This issue deals with floaters and rotors with plenty of visible moving parts, especially propellers.

The most common error with today's modern digital aviation photographer is using high shutter speeds for all shots fearing loss of an action photo. They have made this into a real bad habit, much to their disadvantage and recognition. The photographers are forgetting to lower shutter speeds when shooting propeller driven aircraft, which are most floaters, or helicopters, freezing the action on the props or rotors and making it look as though the aircraft has shut down the engine(s).....quite an odd photo to say the least. Even a hint of blur on the props is not visible, enough to where you may be able to see propeller labels clearly!

This is no good. Seaplanes not only require slow shutter speeds for the engines, the slow speed blurs the water on takeoffs and landings for neat motion effect not seen on concrete or asphalt giving the photo a somewhat three dimensional look.

Slide shooters of the past (and still present) learned to shoot lower speeds for all action shots because the film had very low ISO/ASA (film speed) levels making it difficult to use anything past 1/500 shutter speed before ruining the composition. What this meant is that the film was slow to process and higher shutter speeds meant more vignetting (dark

corners of undeveloped film), also commonly known as the "tunnel effect".

Here are a few tips to shoot aircraft action with lower end shutter speeds yet still keeping a low ISO speed on your camera for better quality pictures:

1. Set your ISO level to 100 or 200. The lower the setting, the better quality.
2. Manually pre-focus on the area the airplane is expected to fly over. Use only about a 20 degree wedge (section). Avoid using auto focus.
3. When the aircraft passes by that selected area, use one hand to pan your zoom lens to the aircraft size for full framing and the other hand to balance the lens. You already set the focus as in step 2. New Vibration Control lenses may be helpful but are not necessary as long as you keep a steady hand.
4. Use a shutter speed of 1/125 to 1/350 for props or helicopters in action and a little higher for jets (1/350 to 1/750).
5. Always use the lower shutter speeds when shooting static aircraft as this closes the aperture a little more and the focusing becomes better and use fill flash to highlight ground static shots (watching out for reflection points for the flash on the aircraft).

These five simple yet effective steps will help you get the best action shots of aircraft with moving parts.

A photo is included for your view of a prop in action shot at lower shutter speeds.

Happy Holidays and Happy New Year 2010,

Joe Fernandez and Eddy Gual



Label Time

By Daniel Kusrow

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www.airlinebaggagelabels.com

Rotors & Floaters

Throughout the years, airlines utilizing 'rotors and floaters' have also issued labels, just like their brethren with land based aircraft. Enjoy this selection of various label issues from years past.

Unless noted otherwise, all labels are from the author's collection.



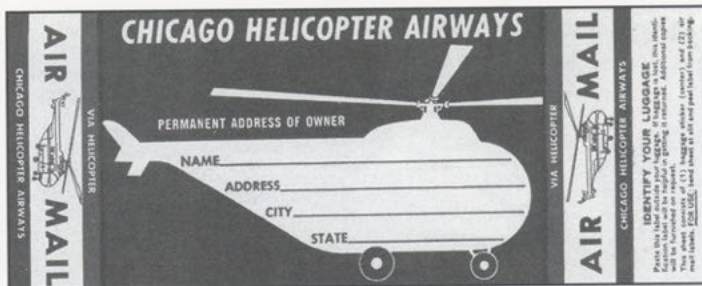
Alaska Southern Airways Baggage Label, circa 1934.



Maine Air Transport Baggage Label, circa 1935.



TWA - Los Angeles Airways Helicopter Connection, circa 1948. Baggage Label via Henk Heiden Collection



Chicago Helicopter Airways S-55 Baggage Label, circa 1955. Marvin G. Goldman Collection



Syndicato Condor Baggage Label, circa 1935.



Starratt Airways Baggage Label, circa 1935.



Sabena S-58 Baggage Label Marvin G. Goldman Collection

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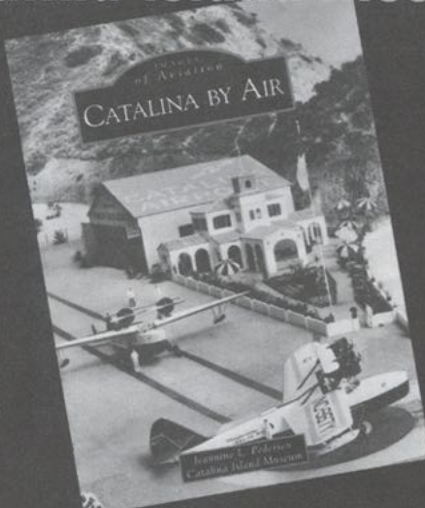


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What is It?

By Ken Taylor

keebeetay@firehose.net

We received several response to our inquiries in the last issue of The Log.



The first is from Tom Kalina who writes, "Hub Airlines was a passenger commuter based out of Ft. Wayne, Indiana. Having begun operations in late 1966 with Beech 99's. I'm not sure how many planes they had, probably at least 5. Hub folded up around 1973. Three of their 99s went to Skystream Airlines which ceased operations in 1975."



Bernie Mrusek wrote that he confirmed with a friend who is a former senior captain for ATI (Air Transport International) that this wing is indeed ATI. But the friend indicated that his official wings were made of metal with the ATI logo in the center circle. Some cloth/bullion wings were privately commissioned by him as gifts for his friends. The wing we portrayed is one of these wings. ATI is a cargo airline based at Little Rock, Arkansas.



Is this one of the 'official' ATI metal wings?

The next response referred to this wing.



Surprisingly enough, the answer came from a recent issue of Continental's inflight magazine. The wing is from US Helicopter Service which operates between Newark Liberty, Kennedy and Manhattan. (US Helicopter's Service is 'temporarily' suspended according to their web site.)

Now the questions...



Fig. 1. What airline is this 'Central' from? The wing is dark blue with light blue bars and a red design in the middle.



Fig. 2. This cap badge appears to be of Pan Am in origin, the enamel is blue, but no hint as to which division and when this badge was used.



Fig. 3. This is unknown...any ideas?



Fig. 4. 'Farwest', where and when?

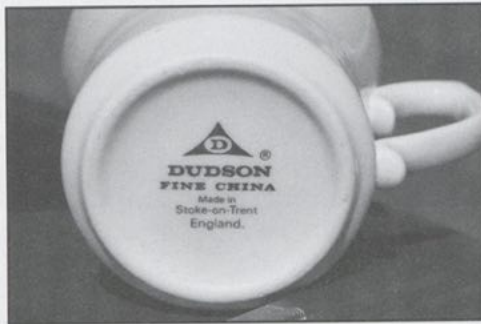
(Continued on page 30)

Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

This issue's theme of "Rotors & Floaters" doesn't bode well for china and silverware since so few examples exist from these airlines. Instead, I'll pay tribute to the recently-departed Northwest Airlines with one exception.



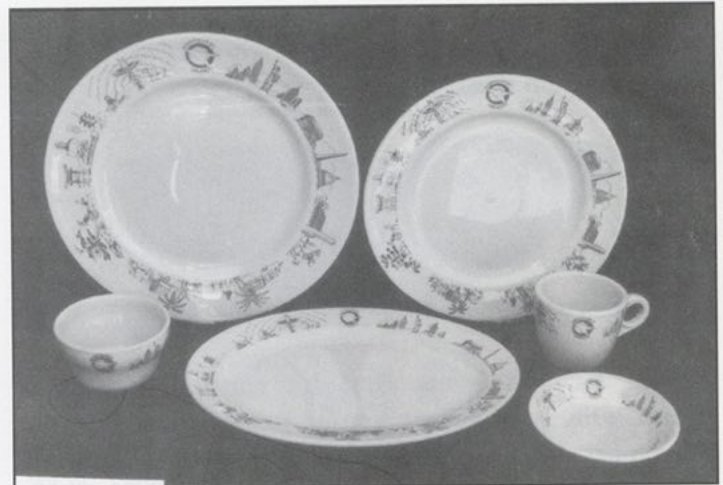
This cup, made in England by Dudson, was given as a souvenir to WAHS President Duane Young, on a trip from Calais, France to Dover, England aboard Hovercraft "Princess Margaret". It and companion craft Princess Anne operated for 32 years, ending 10/1/2000, taking off from water, then on a cushion of air at 58MPH, making the channel crossing in 35 minutes. Who woulda thought they'd have their own china? Thanks, Duane for your foresight!



(Previous Column) This small china teacup featured NWA's Thunderbird logo, apparently a promo for Marie Bizzard "Tea Breeze". The cup holder is made of copper.



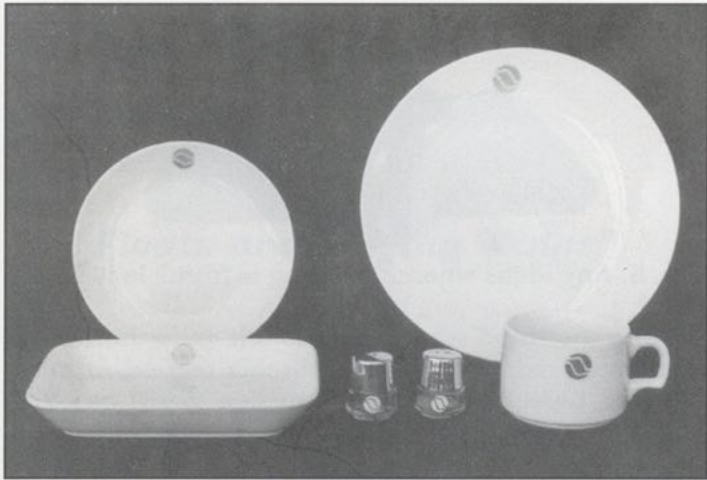
NWA had an attractive china featuring a gold 707 tail in a circle, which they used as their company logo for a period.



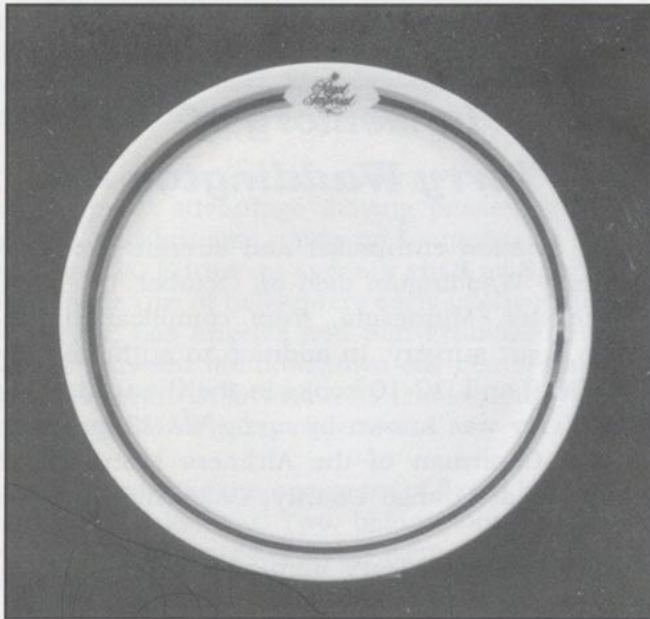
A group of pieces made by Mayer China in the 1960's featured brown figures depicting various destinations on their route system. At 12 O'clock is their "first" compass point logo. This is very heavy restaurant-grade china, but its use is unknown, perhaps in lower level lounges on the Stratocruisers? Anyone know for sure?



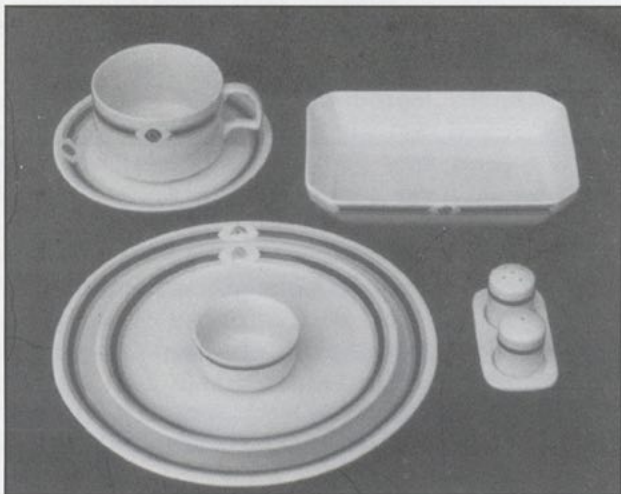
A test piece for a pattern never used; logo is gold, rim striping is maroon.



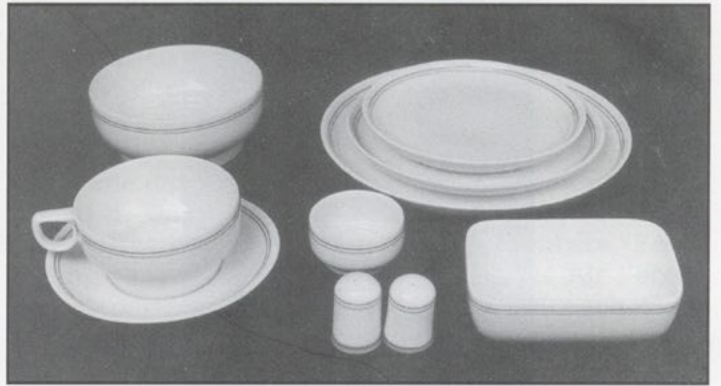
Featuring the "meatball" logo in gold, this pattern was used in the 1980's.



The most beautiful china used by NWA was the "Regal Imperial", named after their first class service of the 1980's. Made by Rosenthal, it had the RI name & logo in gold at 12 O'clock, with maroon and brown rim striping.



(Previous Column) To cut costs, the Regal Imperial china was replaced by this similar pattern, which featured the meatball logo in gold, but no RI name. Manufactured by various Asian companies, it was nevertheless one of the more attractive domestic china patterns of the era, and even featured china salt & peppers in their own platform!



NWA's final pattern, featuring blue pinstripes, was identical to that of KLM, the only difference being the airline name on the bottom. Made by Rego, Siam Fine China.



Some pieces of NWA's Asian service ware, from the early 2000's period.



NWA silver serving pieces, made by Victor Silver. Note the big frosted meatball logo on the coffee pot!



Early NWA winged logo on a stainless Thermos coffee server from the galley!



Some glassware featuring the Northwest Orient nickname.



Glass salt & peppers with the meatball logo, flank a pair of early cardboard pieces with the NWA wings from the 1930's.

(Continued from page 27)



Fig. 5. Any ideas where this wing is from? Is it 'LC'? 'KC'?



Fig. 6. This is a star and crescent winged badge. Is it military? Civil? And where and when??

In Memory of Terry Waddington

Lifelong aviation enthusiast and aircraft photographer Terry Waddington died on October 11, 2009, in Rochester, Minnesota, from complications related to heart surgery. In addition to authoring the DC-8, DC-9 and DC-10 books in the Great Airliners Series, Terry was known by many WAHS members and was Chairman of the Airliners International Convention at Orange County, California in 1982.

A design engineer, Terry immigrated first to Canada, then the United States with McDonnell Douglas at Long Beach, California and later became a salesman and vice-president with Guinness Peat Aviation in Ireland. A heart transplant forced him to retire in 1991. Terry became one of the longest survivors with this condition and continued his passion for aviation history, both military and civil. He was a great friend and will be sorely missed.

Jon Proctor

New WAHS Members!

Please welcome the following new members:
We're happy to have you with us!

- Mark Bacon, Alaska
- Peter Laub, Ohio
- Zdenek Cajan, Czech Republic
- Hans Jacobsson, Sweden

Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

Floats and "Flying Wings"

No matter what the subject might be, there always seem to be two sides of the coin or the argument. Coke or Pepsi, sail or power boat, Boston or New York and when it comes to aircraft, fixed or rotary wing. A close friend of mine, with whom I worked for many years, had been a helicopter pilot during the Viet Nam war. I had gotten my ticket for fixed wing aircraft. He and I would throw barbs at each other, citing "masses of small and large parts going through the air in reasonably close formation" to the claim that "the most skillful aviators return to the ground from a hover". We knew that we would never agree on which method of flight was better.

There are quite a few air carriers which use helicopters to great advantage moving passengers to city centers and bringing crews and supplies to offshore drilling rigs. European carriers such as Sabena and KLM made use of helicopters early in the sixties and New York, Los Angeles and San Francisco also had service between the downtown city centers and outlying airports. Unfortunately, I have only two helicopter operators in my collection.

Likewise, most of the operators of flying boats did so prior to World War Two before long range land planes and improved airfields were constructed. Pan American Airways and Imperial Airways brought the world closer to their home shores with the development of large and safe flying boats. Smaller carriers, such as Chalk's shortened the time to reach nearby islands with the use of smaller twin engine amphibians. All of those carriers have been featured in recent issues, so I will show the wings and cap badges of Ansett Flying Boat Service (featured in 2003) and the wings of Barrier Reef Airways.

To return to the opening thoughts, I will include the insignia of the "Quebec Air Force". Remember the two-sided coin? Well, there are two types of people, those who take life seriously and then there are folks like me.

I was working at Montreal's Dorval Airport in the 1970s when the Parti Quebecois was making a strong push to separate from Canada. My wife, who is the serious (read sane) member of the family was a teacher and also volunteered her time assisting terminally ill people. One lady who was seriously ill also had the burden of a rather nasty and opinion-

ated husband. To be kind, he would be best described as "unpleasant to be around".

One day, he was going on a rant about how Quebec could not declare itself separate from Canada because they would have to form their own Army, Navy and Air Force to provide defense. Karen assured him that Quebec already had an Air Force. That's when the discussion got somewhat heated. She KNEW that Quebec had an Air Force because I and my co-workers had mentioned it many times.

What she did not know, because we had never mentioned it, was that we were talking about the Province's fleet of Canadair 215 water bombers. Each Spring we'd talk about how the "Quebec Air Force" had departed for their operations and each Fall, we'd mention that the QAF had returned for maintenance. Whenever she came to the airport with me, as we passed the Innotech Aviation ramp, I'd mention the "Quebec Air Force".

I hadn't lied to her before, so she didn't suspect that my buddies and I were being a tad sarcastic.

Several servings of crow were dished up and had to be consumed. The worst part of the episode was that a genuine rotter had the satisfaction of being right - even if it were the first and last time it happened to him.

I hope you enjoy the images. Trust me.



Island Helicopters

Wing is of polished silver metal with the initials "I" and "H" in black paint. The wing is clutch back without any hallmark.



New York Airways

The wing is a pewter color, satin finish metal with a white oval, light blue dart and green border painted center device. The wing is clutch back without hallmarks.



Quebec Service Aerien type 1

Cap badge is polished gold color metal. It has two screw posts to mount to the cap and lacks any hallmark.

The wing is also polished gold color metal with two screw posts. There is no hallmark.



Quebec Service Aerien type 2

This wing is of polished silver metal and has two screw posts. There is no hallmark. The letters below the shield read: "JE ME SOUVIENS" translated "I remember".



Barrier Reef Airways

This wing is clutch back without any hallmark. The wing is polished silver color metal with red color backing the letters "B R A" and dark blue behind the anchor. The shield and scroll have a shiny plastic coating.

Ansett Flying Boat Service

The wings are of silver color metal with fine detailing in the feathers. These wings also have the red paint backing the letters "A F B S" and blue behind the anchor. The wings appear to have been pin back, but the hardware has been ground off. There are no hallmarks,

The two cap badges are of the sew on variety. The A A version is of gold bullion thread with red fabric behind the silver metal anchor and rope.

The AFBS version is of gold bullion thread with red, green and blue thread highlights in the crown.



TEAL (Tasman Empire Airways Limited)

Cap badge. The pewter color metal has a satin finish and is backed by a black felt patch. The center disc is of dark blue and white enamel. There are "feathers" in gold color metal under the disc and a pewter color leaf spray over the feathers. It mounts to the cap by means of two lugs and a split pin.

I hope you enjoyed this review of wings from "Rotors and Floaters".

Airline Minis

By George Shannon

geraho@aol.com

This is the second installment on those Mini giveaways - "The Prop Age".

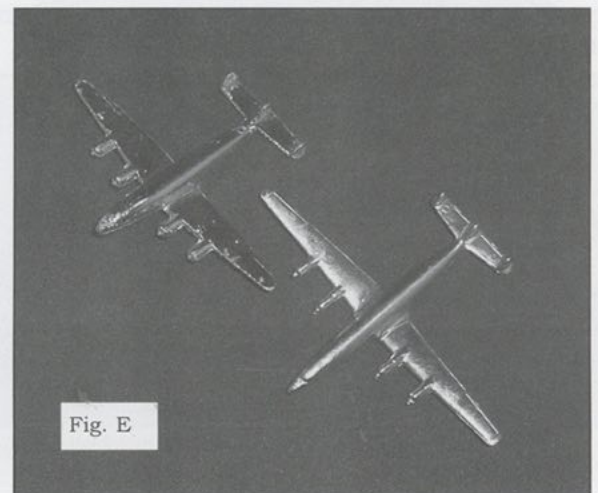
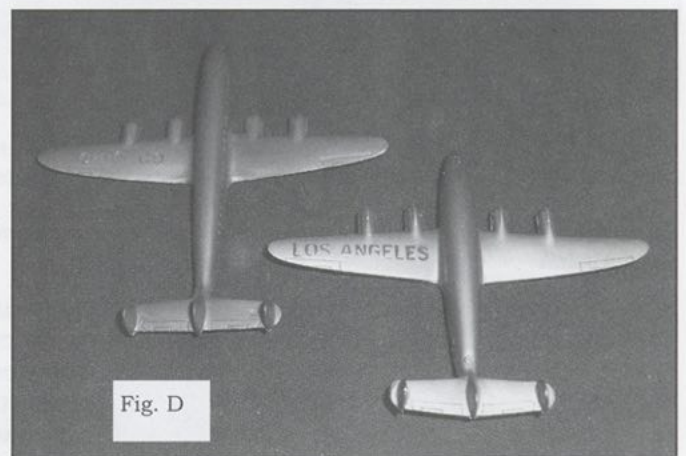
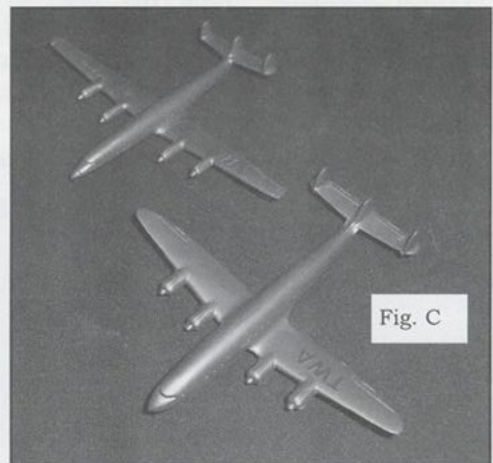
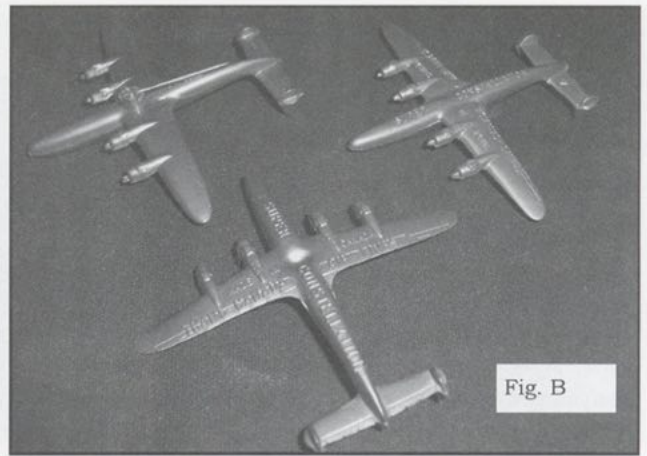
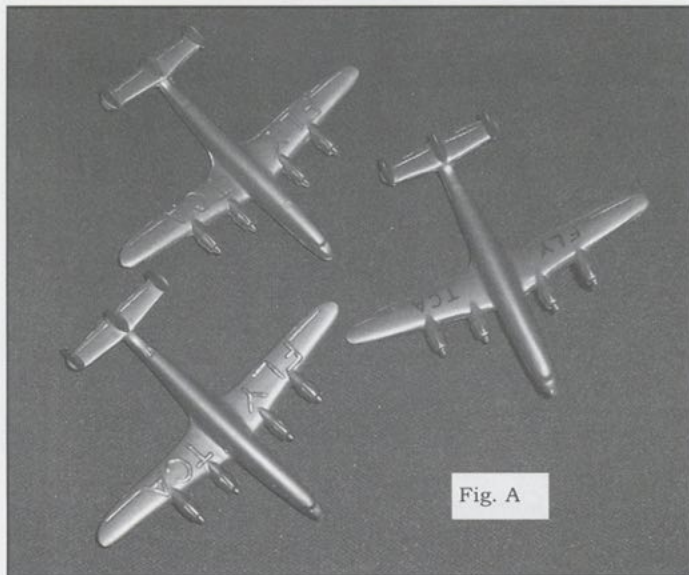
Now we are going to start off with the Constellations. TWA, TCA and Capital were the only three airlines to have Connies made as Mini models.

Who was first nobody knows, so we will start with TCA Trans Canada. They did a few models of the Connie, some with printing on them, raised letters and recessed lettering. Also they used different manufacturing companies through the years to make their Connie minis. They were 2-1/4" x 2-1/2" in size and gray color. (Figure A & B).

Next was TWA and they started with the Constellation 749 which was issued in two colors. Then came the 1049 and they finished with the 1649-Jetstream. The 749 models were 2-1/4" x 3" and came in gray & beige. The 1049 were 2-3/4" x 3" and gray color and the last one was the 1649 which is 2-1/2" x 3-1/2" in size and in gray color. (Figure C).

The Capital Constellation mini is one I don't have any info on it. I know it exists via eBay.

Some airports used the Connies as giveaways with their city name on them. The two that I have are Chicago, Model 1049-2-3/4" x 3" and Los Angeles, Model 749 2-1/4" by 3" (Figure D). Someone plated them in gold color and used them on stands. I don't have any more information on these Minis. The two I have are a Model 749 2-1/4" x 3" and a Model 1649 - 2-1/2" x 3-1/2" (Figure E).



Postcard Corner

By Marvin G. Goldman

mmgoldman@rcn.com

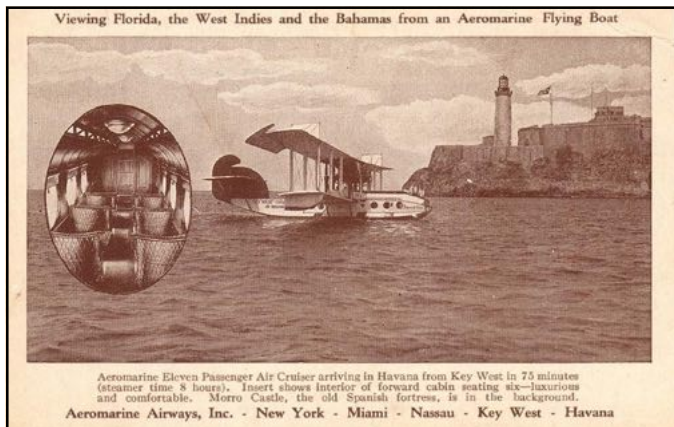
Floaters and Rotors on Postcards

Floaters. The world's earliest recognized scheduled passenger air service started 1 January 1914 with seaplanes – operated by the St. Petersburg-Tampa Airboat Line. Its route, across Tampa Bay, Florida, lasted several months. (See the lead article on Floaters by Jay Prall in this issue). Fortunately, this event and most other seaplane developments attracted wide public interest and were recorded on postcards.



St. Petersburg-Tampa Airboat Line Benoist 14, with founder and pilot Tony Jannus standing, wearing white pants, real photo postcard from the opening day of service, 1 January 1914. George N. Johnson, Jr. collection, as posted on timetable images.com.

The first major seaplane operation in the U.S., and the first international scheduled passenger service in the U.S., started in 1920 with seaplanes operated by Aeromarine Airways. The airline flew from points in Florida to the Bahamas and Cuba and also had routes in the Northeast U.S. including New York City, Cleveland and Detroit. Operations continued until early 1924.

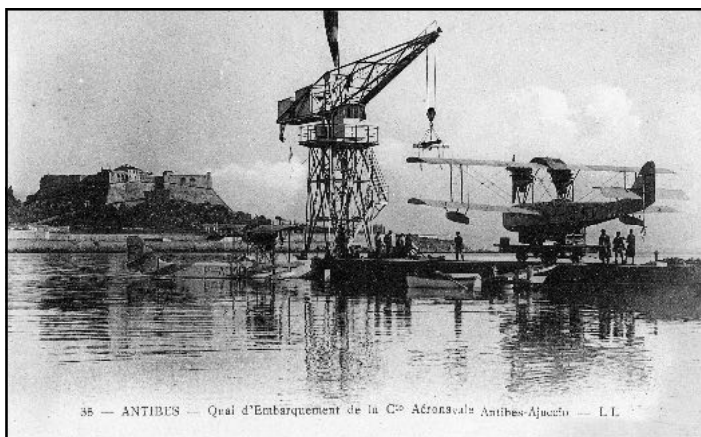


Aeromarine Airways Model 75 flying boat 'Ponce de Leon', modified for civilian use from a U.S. Navy F5L flying boat by Aeromarine Plane and Motor Company of Keyport, New Jersey. Airline issued ('A/I'), 1922. Daniel Kusrow collection, as posted on timetable images.com.

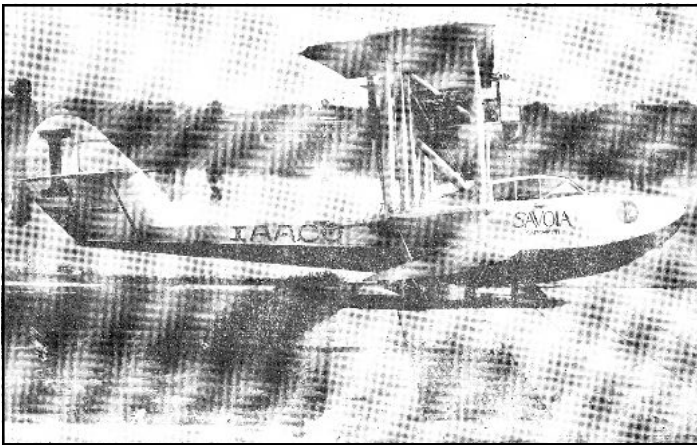
Meanwhile, floatplane and larger seaplane passenger service started in Europe by several airlines using aircraft manufactured mainly in England, France, Germany and Italy. Here are some representative postcards of the early pioneers.



Svenska Lufttrafik AB ('SLA') of Sweden, Junkers F13 modified as a floatplane, S-AGAA, at Helsingborg, Sweden, about 1920. SLA was formed in 1919 and was one of the founding airlines of IATA, the International Air Traffic Association. Published by Meisenbach Riffarth & Co., Leipzig, no. 100524.



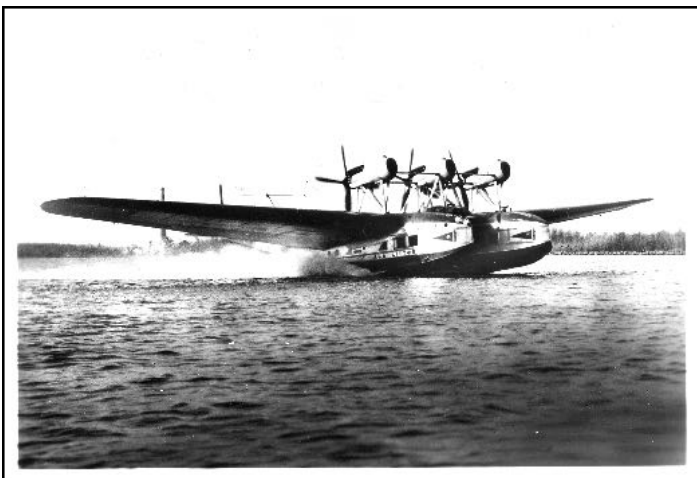
Aéronavale (one of the predecessors of Air France), Lioré et Olivier H.13, F-AGAD and F-AHAD, in service starting in 1924, at Antibes, France, operating on route to Ajaccio, Corsica. Published by Levy & Neurdein, Paris. Obtained from Dave Prins.



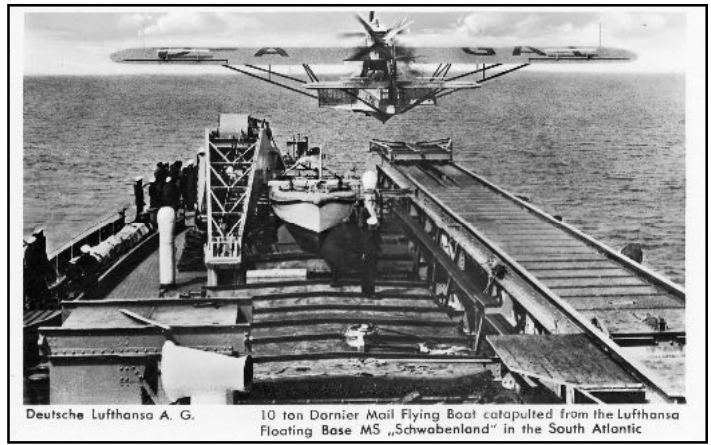
Societa Adria Aero Lloyd (formed in 1925, based in Albania and jointly owned by Italian and German interests, and one of the predecessors of Ala Littoria), Savoia Marchetti S-59bis, I-ACCO. A/I, printed by Squarci, Rome. Late 1920s. Postcard mailed from Albania, and back indicates the airline's route Brindisi, Italy to Valona (Vlorë), Albania. (I found this card in a stamp store in Venice in 2000; 'you never know' what you'll find).



Imperial Airways Short S.8 Calcutta, G-EBVH, 'City of Alexandria', introduced in 1928. Publisher: Raphael Tuck & Sons, London. Seaplanes played a large role for England's Imperial Airways in expanding their service to the Middle East and Africa.

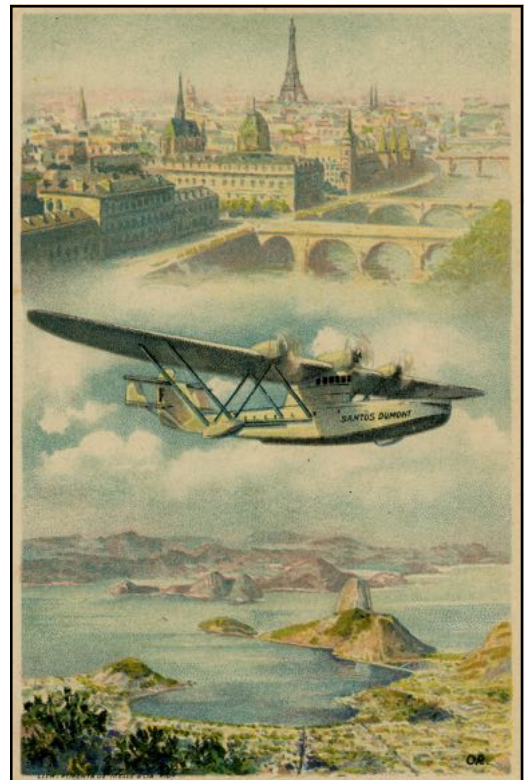


Ala Littoria Savoia Marchetti S66 twin-hull seaplane. Card postmarked 27 October 1936. A/I. (caution: close reproductions of this card exist).



Deutsche Lufthansa A. G. 10 ton Dornier Mail Flying Boat catapulted from the Lufthansa Floating Base MS „Schwabenland“ in the South Atlantic

Lufthansa Dornier Do J II Wal, G-AGAT 'Boreas', in service from 1934. A/I. In the 1930s both Lufthansa and Air France competed on pioneering seaplane service between Europe and South America. This card shows the aircraft being launched by catapault in the South Atlantic Ocean. The Dornier Wal was produced in the greatest numbers and deployed to the most locations of any seaplane during the 1920s and 1930s.



Air France Bleriot 5190 'Santos Dumont', in service 1935-37. A/I in Rio de Janeiro, Brazil office. Card postmarked in Rio on 21 December 1935. Printed by Pimenta de Mello, Rio.

In the U.S., following the demise of Aeromarine in 1924, new expansion of flying boat service was pioneered in 1929-30 by Ralph O'Neill's New York, Rio and Buenos Aires Line (NYRBA). Juan Trippe's Pan American then acquired NYRBA and further expanded seaplane service with successive newer aircraft types. Here is a selection of U.S. airline seaplane cards from the 1930s:



New York, Rio and Buenos Aires Line (NYRBA) Consolidated Commodore 'City of Buenos Aires', 855M, construction no. 1, 1929-1930. After Pan Am acquired NYRBA in September 1930, this aircraft became PP-PAJ registered to Pan Am's subsidiary Panair do Brasil. Published by Leonar, Buenos Aires, no. 4576. Formerly in Allan Van Wickler collection.

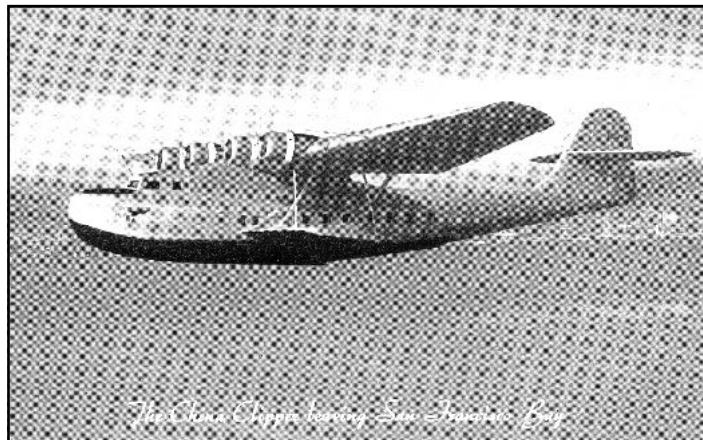


Inter-Island Airways (which became Hawaiian Airlines) Sikorsky S-38, in service starting 1929. Card issued by Hawaiian Airlines in 1974. Johns-Byrne Co., Chicago IL. (The S-38 was a successful small amphibian aircraft. Its main operators were Pan Am and its subsidiaries who deployed it in the Caribbean and South America).

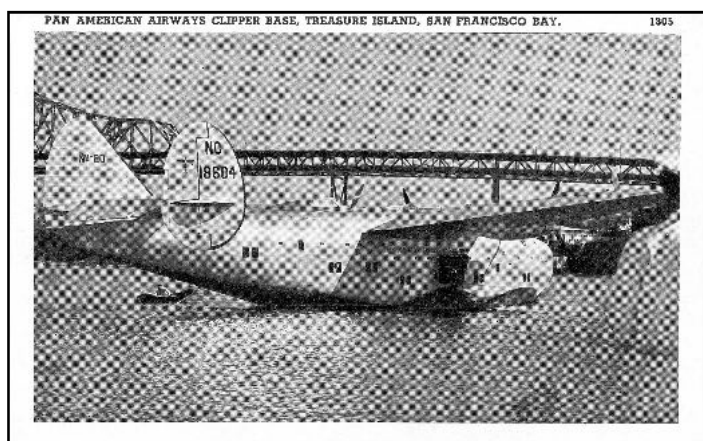


40
CROWDS AT PAN AMERICAN AIRPORT, WATCHING THE SHIPS PULLED IN MIAMI

(Previous Column) Pan Am Sikorsky S-42, NC-16736, received by Pan Am in 1937 and named 'Pan American Clipper III', being pulled onto ramp at Dinner Key, Miami, with numerous spectators. Real photo card no. 40. In the background is an earlier Pan Am Sikorsky S-40, one of only three built.



Pan Am Martin M-130, NC-14716 'China Clipper'. in service starting 1935. A/I.



Pan Am Boeing 314, NC-18604 'Atlantic Clipper' in service starting 1939. Published by Stanley A. Piltz Co., San Francisco CA.

The Boeing 314 marked the high point of U.S. large seaplane development. Its equivalent from abroad consisted of large seaplanes developed by England's Short Bros.



(Previous Page) *Imperial Airways Short S23, G-ADUU 'Cavalier', introduced in 1936. Published by Walter Rutherford and A.J. Gorham, Bermuda.*



Tasman Empire Airways Limited ('TEAL') (a forerunner of Air New Zealand) Short S30 (a modification of the S23), ZK-AMA 'Aotearoa', introduced in 1940. Published by Whites Aviation, Auckland NZ, card no. W.A.329. Obtained from Doug Bastin.

The advent of the second world war in 1939, and improved landplanes and airfields, signaled the beginning of the end of the reign of flying boats in international over-water service. After the end of the war in 1945, large seaplanes continued only in limited roles and then phased out. Meanwhile, smaller seaplanes and floatplanes developed to fill a niche in passenger commuter routes over water and in areas less accessible by landplanes. Here are some examples:



Chalk's Flying Service, Grumman G-21A Goose aircraft, introduced to the fleet in the 1940s. A/I. Published by Ray Kelly, Dania FL, no. 471. Chalk's was one of the earliest airlines, established in 1919, with its first route being between Miami FL and Bimini, the Bahamas.



Avalon Air Transport Sikorsky VS-44, N-41881, at Avalon, Catalina Island, California, operated by AAT from the late 1950s to 1967. Published by Golden West, Long Beach CA, card GW (G. Watson) 83. AAT operated from 1953 to 1968, changing its name to Catalina Airlines in 1963. This was the only VS-44 it operated, and only three were built. Since 1988 this aircraft, now restored, has been at the New England Air Museum, Windsor Locks, CT.



Harbour Air DeHavilland (Canadian) DHC-6 Series 1 Twin Otters C-FPAT and C-FOEQ over the Gulf Islands, British Columbia, Canada. A/I. Printed by Keeper Kard. These aircraft are representative of the popular floatplanes in use today.

Rotors.

One of the earliest operational rotors was the autogiro developed by Spanish engineer Juan de la Cierva in 1923. Unlike a helicopter, the autogiro's rotor was unpowered, and it autorotated as the autogiro was pulled through the air by a separate powered propeller. Kellett, a U.S. aviation company, started manufacturing them in the U.S. under license, starting in 1929. During 1939-40, Eastern Air Lines operated an autogiro from the roof of the main Philadelphia post office to Central Airport near Camden, New Jersey, about six miles away.



Eastern Air Lines' Kellett Autogiro flying U. S. Mail from roof of Philadelphia Post Office

Eastern Air Lines Kellett Autogiro flying U.S. mail from the roof of the Philadelphia Post Office, 1939. A/I.

Perhaps the earliest significant U.S. manufacturer of helicopters, starting in 1935, was Bell Helicopter, now a part of Textron. SABENA of Belgium became one of the first airlines operating helicopter service, starting with the Bell 47D in 1950.



SABENA Bell 47D at Ostend. Color. Ed. John Prévot, card no. 13, printed in Italy.

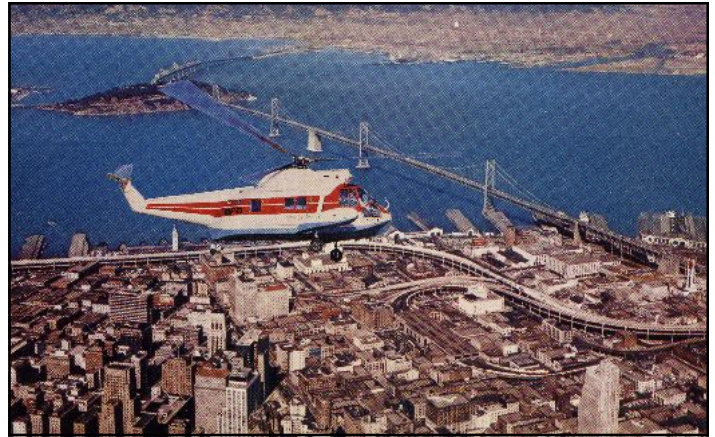


Chicago Helicopter Airways Sikorsky S-55B, N875, used for scheduled passenger service between Midway and O'Hare airports and downtown Chicago. A/I. The airline operated from 1956 to 1965.

Sikorsky Aircraft, originally noted for their sea-planes, started emphasizing helicopter development in the 1940s, and eventually became probably the largest supplier of helicopter types for airlines.



KLM ERA Helicopters Sikorsky S-61N, PH-NZI. Typically used, starting in the 1970s, for flights to North Sea oil rigs. A/I. Henk Heiden collection.



San Francisco and Oakland Helicopter Airlines, Sikorsky S-62 'jet-powered' amphibious helicopter, above San Francisco and Bay Bridge, operating between airports and heli-ports in San Francisco, Oakland, Berkeley and Palo Alto, starting in 1961. A/I. Published by E. F. Clements, San Francisco, no. C9528A.



China Southern Zuhai Helicopters Sikorsky S76C, leased to HeliHongKong, January 2000. A/I.

Another U.S. helicopter manufacturer was Piasecki Helicopter Corporation which became Vertol in 1956 and since 1960 operates as Boeing Vertol.



New York Airways Vertol 44B over Manhattan. A/I, about 1958. Card no. 22659-B.

The Soviet Union developed several helicopter types. Aeroflot inaugurated scheduled passenger helicopter service in the Soviet Union in 1958 with the model Mi-4P.



Aeroflot Mil Mi-4P, CCCP-31420. A/I.

We close our brief review of rotors on postcards with two current popular sightseeing models:



Pacifique Hélicoptère-service, Papeete, Tahiti, Aerospatiale AS 355. A/I. Printed by CTS/R-Suresnes, France, no. H-503-85.



Papillon Grand Canyon Helicopters Bell 206L. A/I. Published by Mostly Postcards, Inc., Scottsdale AZ, no. 9032.

Notes: The original postcards of the above are all published in standard or continental size and, except as noted, are from the author's collection. All the seaplane cards are in black and white except the Air France card and the last three, whereas all the rotor cards are in color except the autogiro card and the Chicago Helicopters card. I estimate their availability as – *Seaplane cards:* All shown are Rare except: Uncommon—Inter-Island/Hawaiian S38, Pan Am M130; Common—Harbour Air DHC-6. *Rotor cards:* Rare: Eastern autogiro; Uncommon: SABENA Bell 47, Chicago Helicopter S55, KLM ERA S-61N, SF and Oakland S62, New York Airways Vertol 44B, Aeroflot Mi-4, and Pacifique Hélicoptère AS355; Common: China Southern Zhuhai Sikorsky S76C and Papillon Bell 206L.

References: Ian Marshall, *Flying Boats: The J-Class Yachts of Aviation* (Howell Press, 2002); David Oliver, *Wings Over Water* (Chartwell, 1999); Smith Jr., Myron J., *The Airline Encyclopedia: 1909-2000*, 3 vols. (Scarecrow Press, 2002); books by R. E. G. Davies on British Airways, Lufthansa and Pan Am; Websites: helicopterpostcards.czweb.org; time-tableimages.com; numerous websites covering aircraft manufacturers, registrations and particular aircraft types, all accessible through search engines.

I hope you enjoyed this journey on floaters and rotors, and if you ever have suggestions or other comments on our postcard articles, please let me know. Until next time, Happy Collecting! Marvin.



Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

New York Airways KV-107

Many models of civilian helicopters have been produced throughout the years. For model helicopters it seems as if military ones are the most common, then civilian ones, and finally commercial ones.

Airfix likely was the first company to offer an "airline" helicopter model with a Westland Whirlwind in British European Airways markings. Within the past ten years Revell has marketed their Sikorsky S-55 kit in Sabena markings (first international helicopter service) as well as providing Erickson decals for the CH-54 Flying Crane model. In 1971 Tamiya released a KV-107 model in New York Airways and Pan Am markings. The Tamiya kit is likely the only "true" airliner helicopter model ever released. The Tamiya kit comes with an airline interior as well as square windows instead of the round military ones. Many other helicopter kits came with civilian decals but the kit plastic was always that of the military version. The square windows of the Tamiya kit make it a definitive airliner version.

In the early 1970's Tamiya released a series of 1/100 scale airplane models and the KV-107 was part of the group. Some of the models have been re-released but I don't think the KV-107 has ever been. Being an airliner and in 1/100 scale quite likely made the KV-107 one of the less popular kits of the series. I built the kit as a youth sitting in the backseat of my parent's car driving from Michigan to Indiana going home from my grandparent's house. Even back then I knew a good kit when I saw one. I found the tiny enclosed tube of glue an added bonus. A few years back I decided that I wanted to get another copy of the kit and found one on eBay. As I remembered from my youth the kit is a gem but the decals are yellowed to the point of being unusable. I'm hanging onto the kit for now with the hope that I can find someone to re-do the decals. There have also been a few kits done in 1/72 scale that used copies of the Tamiya decals. The 1/72 kits had the round windows and provided resin inserts to replace them with the square passenger ones.

The real Vertol KV-107 helicopter and New York Airways are very interesting as well. New York Airways offered scheduled helicopter service from atop to the Pan Am building in midtown Manhattan, New York City to other airports in the area. It was founded in 1949 as a mail and cargo carrier commencing passenger operations on July 9, 1953. It was the first scheduled helicopter carrier in the United States and the first passenger helicopter carrier in the world. At its peak the airline partnered with 24 international and domestic airlines and served the following destinations: JFK International Airport, LaGuardia Airport, Newark Airport, Wall Street Helipad, Stamford Connecticut Helipad, Teterboro Airport, Westchester County Airport, and Morristown Municipal Airport.

New York Airways first ordered the commercial variant of the Vertol CH-46 helicopter in 1960. The first three helicopters were delivered in July 1962 and were configured for 25 passengers. Wikipedia lists 7 Boeing Vertol 107's that are still operated by Columbia Helicopters. Two were operated under contract in Pan Am markings. New York Airways was also one of the first scheduled airlines to employ an African American pilot. Perry H. Young made his historic flight on February 5th, 1957.

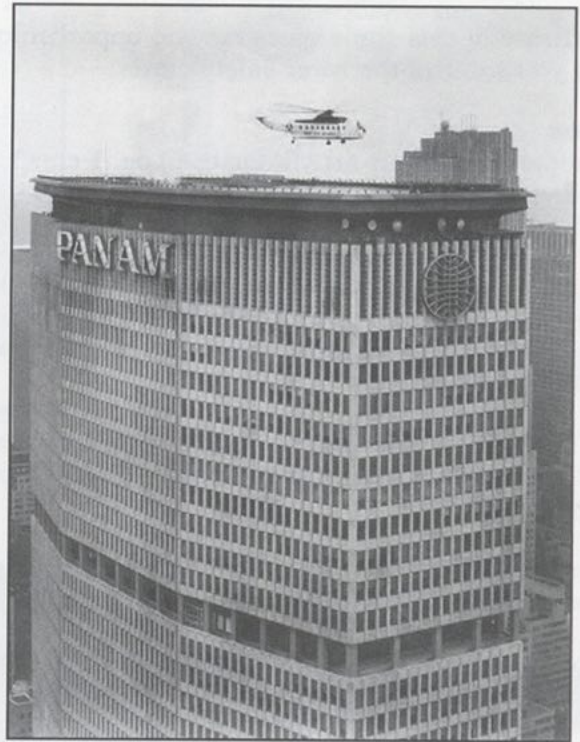
The Pan Am building played an important role in the New York Airways history as well. The building opened on March 7, 1963 and at the time was the largest commercial office building in the world. At fifty-nine stories it is one of the fifty tallest buildings in the United States. Pan American World Airways owned the building for many years and originally occupied 15 floors in the building.

Up to 360 helicopter flights per day to and from JFK International Airport were proposed by New York Airways from a rooftop helipad after the building was completed. Public outcry over noise and safety delayed the first flight until December 21, 1965. The flight lasted seven minutes, cost \$7, and was offered from December 21, 1965 to February 18, 1968. Service was discontinued due to costs as the helicopters only carried an average of 7 passengers. The helipad which had cost \$1 million to build closed in 1968. Service resumed for a few months in 1977 using New York Airways S-61L's. On May 16th, 1977 an S-61L collapsed onto its side after landing due to a front landing gear collapse. Four passengers waiting to board were killed as well as a pedestrian on the street. This accident meant the

end of rooftop helicopter service on the Pan Am building. Metropolitan Life Insurance Company bought the building from Pan Am in 1981.

The photos for the article are all pretty interesting. Both of the helicopter photos are courtesy of John Atherton. The internal shot is a gold mine for a modeler as it shows both the cockpit and interior colors. The boxart photo is courtesy of Christian Bryan at Theboxartden.com as well as Airlinercafe.com. The building photo is courtesy of Beth Pozzi at PanAmAir.org.

The Tamiya KV-107 New York Airways helicopter model was certainly a trendsetter when released in 1971 and is still worth looking for nowadays. Both New York Airways and Pan Am were trendsetters as well in helicopter airline service. When I manage to get my kit decals re-done I'll be able to do justice to the Tamiya kit and legacy of New York Airways helicopter service.



Safety Cards

By Fons Schaefer

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Safety cards for Rotors and Floaters

The theme of this issue gives me the opportunity to show you some of the rarer safety cards.

Rotors

In preparation of an article for the Log, I check the relevant safety cards for any peculiarities. In doing so this time for helicopters, I learned that the location of the main door on helicopters is on the right side of the aircraft, as opposed to fixed wing aircraft, where it is on the left. Quite possibly, this has to do with the fact that on helicopters the commander of the aircraft sits on the right.

The first card under review, Fig. 1, gives that information away in a very subtle manner. In small print it says:

Emergency exits – there are two : the entrance-door to the cabin and the window at the left side.

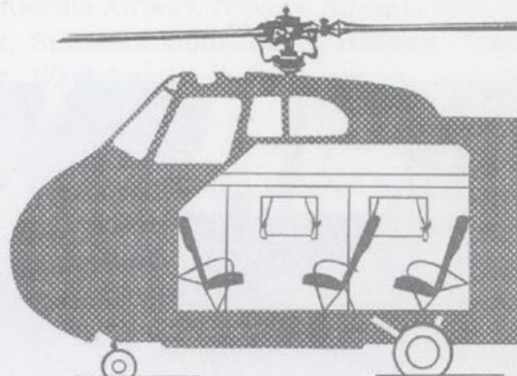
It does not explicitly say that the entrance door is on the right, and neither does the illustration, but this can be inferred from the fact that it is simply not done in aviation to have all exits on the same side. Those who read that information on board had entered through that door so for them it was obvious. The card is from the Sabena Helibus operation, the first international scheduled passenger services by helicopters. It started in 1953, initially with S-55s and later also S-58s. Sabena operated from Brussels to other cities within close range, such as Liège, Antwerp, Rotterdam and Cologne. It lasted for about 10 years until developing motorways reduced the demand for such air services. The card is for the 7-seat S-55. Actually, it is a "Welcome On Board" leaflet, combining commercial and technical information with safety instructions, which are quite limited in contents when measured by today's standards.

Up north, KLM started a rotary subsidiary for offshore operations in the late 1960s when oil mining in the North Sea began. Equipment initially used were S-58T's and S-61s. The S-58T card is shown in figure 2. North Sea temperatures can be low, particularly in winter time. Therefore the helicopters were equipped with a protective suit, shown in fig. 3. Its odd shape is not explained in this illustration, but stems from an inflated life vest underneath the suit. The drawing clearly is rendered from a photo-

HÉLICOPTÈRE S 55 HELICOPTER

PERFORMANCE

Maximum speed	112 mph : 180 Km/H.
Cruising speed	90 mph : 145 Km/H.
Maximum rate of climb at sea level	855 fpm : 4.3 m/sec.
Vertical rate of climb at sea level	170 fpm : 0.9 m/sec.
Range (with 185 gals fuel plus reserve at cruising speed)	340 st mi : 546 Km.



SPECIFICATIONS

Engine	Pratt and Whitney Wasp R - 1340 S1 H2	
Main Rotor diameter	53' 00"	: 16.10 m.
Passenger cabin length	10' 00"	: 3.05 m.
» width	5' 6"	: 1.68 m.
» depth	6' 0"	: 1.82 m.
Fuselage length	42' 2"	: 12.85 m.

SORTIES DE SECOURS :

Il en existe deux : la porte d'entrée de la cabine et la fenêtre arrière gauche. Pour les ouvrir, suivez les instructions qui sont indiquées sur les poignées.

EMERGENCY EXITS :

There are two : the entrance-door to the cabin and the window at the left side. For opening them, follow the instructions indicated on the handle.

NOODUITGANGEN :

er zijn er twee : de ingang deur van de kajuit en het venster links. Om ze te openen, volg de onderrichtingen die op de handvatten zijn aangeduid.

NOTAUSGÄNGE :

Es gibt zwei : die Eingangstür zur Kabine und das Fenster links. Um beide zu öffnen, die Anweisungen, welche auf den Handgriffen angegeben sind, folgen.

Figure 1 - Sabena Sikorsky S-55

graph, a method quite commonly used by safety card makers.

Staying in Europe, moving a few 100 miles to the west and adding some 10 years we meet the Airlink S-61, figure 4. This single helicopter shuttled from 1978 to 1986 between Gatwick and Heathrow pending the completion of the London ring motorway, the M-25. The operation was a joint venture between British Airport Authority, British Airways Helicopters and British Caledonian. The entrance door – on the right – is equipped with an integral stair.

Much more to the west lies New York, an area which is known for its heavy passenger helicopter operations. I will leave that to the next edition of the Log.

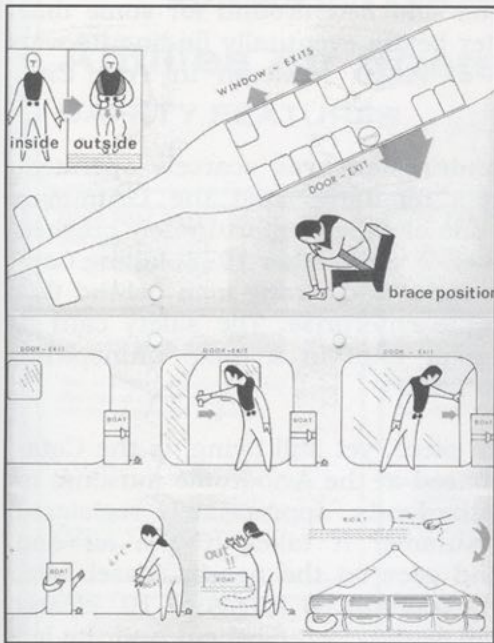


Figure 2 - KLM Helicopters S-58T

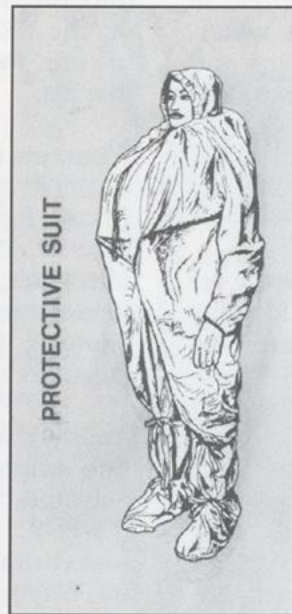


Figure 3 - KLM Helicopters Protective Suit



Figure 4 - Gatwick Heathrow Airlink S-61

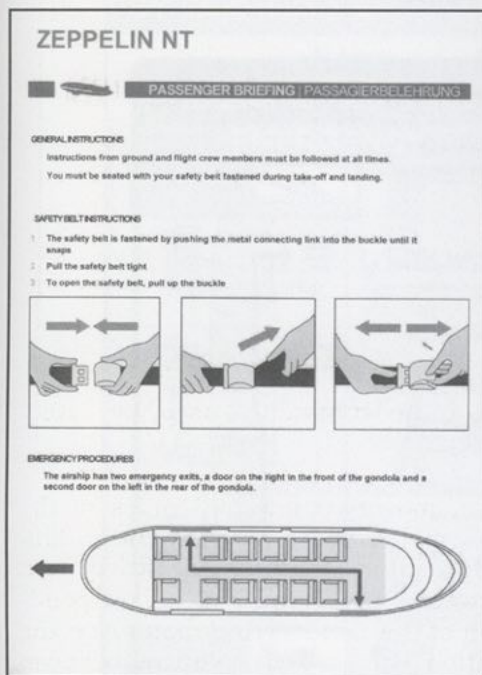


Figure 5 - Zeppelin NT

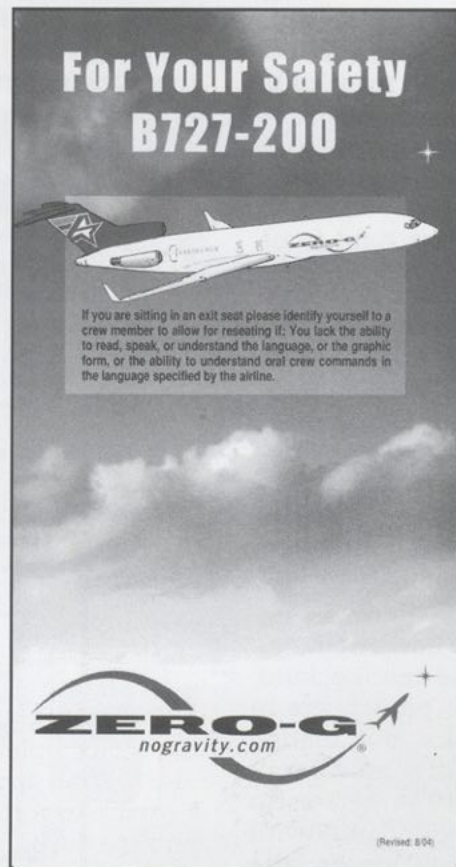


Figure 6 - Zero-G Boeing 727

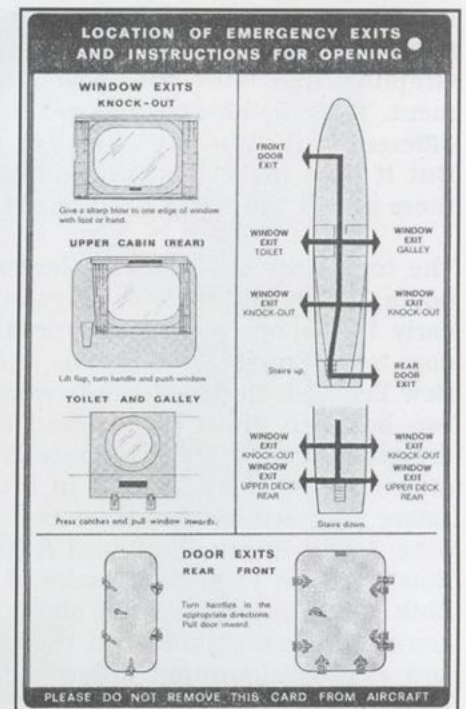


Figure 7 - Shorts Sunderland

Floaters

The traditional meaning of floaters in the context of this Log of course is airplanes floating on water, such as seaplanes, flying boats and amphibians and I will come to those in a minute. But let me surprise you by reviewing *air* floaters first.

A true air floater is the airship, which is virtually as heavy as the air it displaces.

The age of the airship, or Zeppelins as they were often called after the brand name that made them famous, is long over. Yet, it is the same name Zeppelin that makes them famous again. Today's Zeppelins are called NT for New Technology. They are much smaller than their forbears and take up to 12 passengers, who are each provided with a safety card as in figure 5. This card shows the gondola layout. The cockpit section (on the left, the arrow indicates direction of flight) is not shown, but actually it is in the same area, without any door or barrier, giving passengers unrestricted access. And just that you know, the main door is on the left, as is the commander's seat.

An airplane that lets its passengers float-in-air, albeit for only 20 seconds or so at a time, is the Zero-G Boeing 727-200, figure 6. This airplane is configured with a passenger seating section in the rear and a zero-g compartment at the front. Check www.nogravity.com, especially when you want to be married weightless. Unfortunately, the Safety Card is a pretty standard card produced by AeroSafety Graphics that does not show the zero-g compartment. The only hint on the card that this airplane is different is the absence of an exit at the right front. But it does make me wonder what safety features there are for the zero-g experience!

The top of the bill in water floaters were the flying boats, which had their heydays in the 1930s to the early 1950s, operating mainly from the United Kingdom to its Empire destinations and in Australia and New Zealand. No safety cards were in use then, but two boats, a Short Sunderland and a Short Sandringham, continued to operate into the 1970s with Ansett Flying Boat Services in Australia. Passenger safety instructions for those two are shown in figures 7 (the Sunderland) and 8 (the Sandringham). Note that the exits have locks of the marine kind. Both boats accommodated about 43 passengers in luxury, enclosed cabins on two decks, but seating and exit configuration differed greatly, as shown. The two boats were taken over in 1974 by Puerto Rico based Antilles Air Boats. Having difficulty with obtaining a U.S. Certificate of Airworthiness, the Sandringham was registered in Antigua and occasionally used for passenger operations, including sightseeing flights in South England in 1976 and 1977. Its final resting place became the Southamp-

ton Hall of Aviation. The Sunderland was even more difficult to register and flew around for some time on the UK register before eventually finding its way to the Fantasy of Flight museum in Polk City, Florida.

Whereas the Sandringham was scarcely operated, Antilles Air Boats regularly used the Grumman Goose, figure 9, one of which unfortunately crashed near St. Thomas on 2 September 1978, killing Captain Blair, the founder and strong man behind this famous and unique enterprise. The safety card is showing the regular stuff in a quite uninspiring manner.

Another museum piece, yet still flying, is the Catalina amphibian based at the Aviodrome museum in Lelystad, the Netherlands, appropriately registered PH-PBY. Every summer it takes to the air and makes splash and goes on the nearby IJssel lake. Its safety card is reproduced in figure 10, clearly showing the cabin seating arrangement and the left blister as an emergency exit. This card is well thought through, even showing what to do with the raft when rescue helicopters arrive: lower the canopy.

Finally, I include a vintage safety card from the mid-1940s: an RAF Liberator bomber converted into a passenger transport. It shows in beautiful drawings the ditching and dinghy drills, or, if I may, the prepare-to-float procedures.

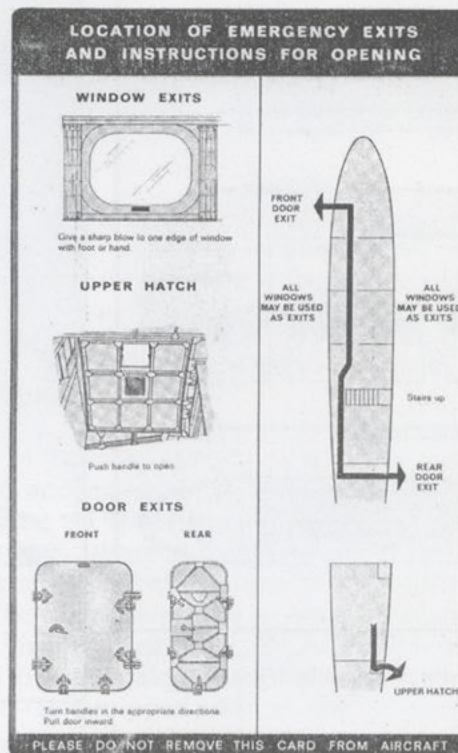


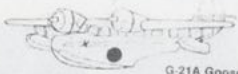
Figure 8 - Shorts Sandringham

PLEASE DO NOT REMOVE CARD FROM AIRCRAFT - POR FAVOR NO SAQUE TARJETA DEL AVION

NO SMOKING / NO FUME


Antilles Air Boats

SAFETY FEATURES

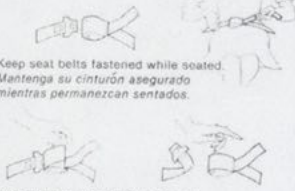


G-21A Goose

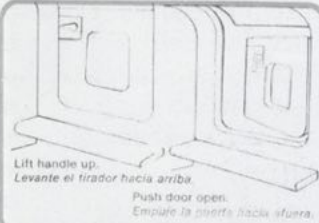
YOUR SEAT BELTS CINTURÓN DE SEGURIDAD



Keep seat belts fastened while seated.
Mantenga su cinturón asegurado mientras permanezca sentado.



To release lift buckle and separate,
Para soltar el cinturón levante la hebilla y separe.



Lift handle up.
Levante el tirador hacia arriba.

Push door open.
Empuje la puerta hacia afuera.


FIRE EXTINGUISHER

To Use:

1. Lift horn.
2. Point at base of fire.
3. Pull trigger.

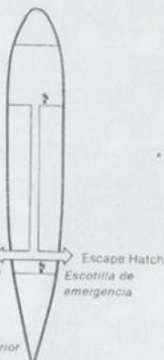
Uso:

1. Levante el mango.
2. Apunte hacia la base del fuego.
3. Hale el gatillo/disparador.



EMERGENCY EXITS SALIDAS DE EMERGENCIA

Crew escape windows
Escape para la tripulación



Main Door
Puerta Principal

Escape Hatch
Escotilla de emergencia

Rear
Parte de atrasposterior

NO SMOKING / NO FUME

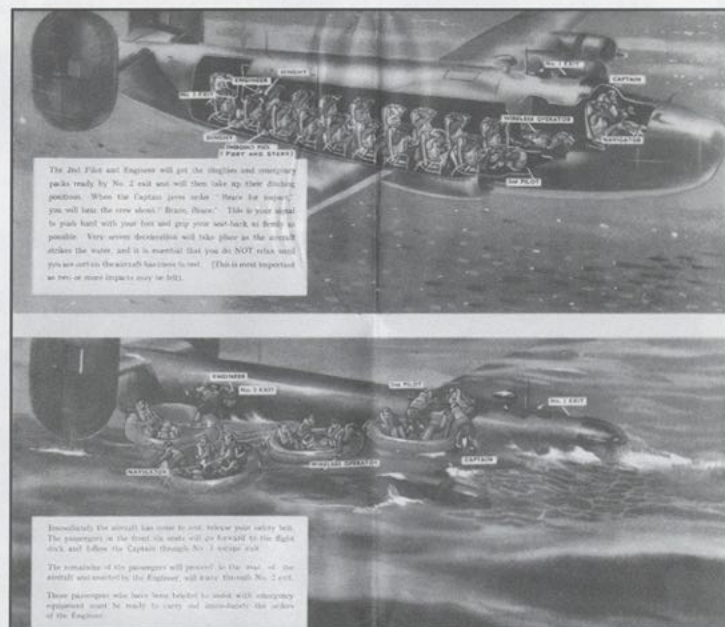
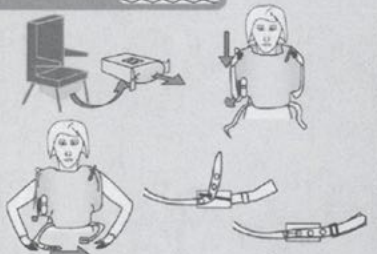


Figure 11 - RAF Liberator


Figure 9 - Antilles Air Grumman Goose

PB5A Catalina SAFETY ON BOARD

EMERGENCY



DO NOT INFLATE INSIDE AIRCRAFT




EXIT SORTIE

FIRE

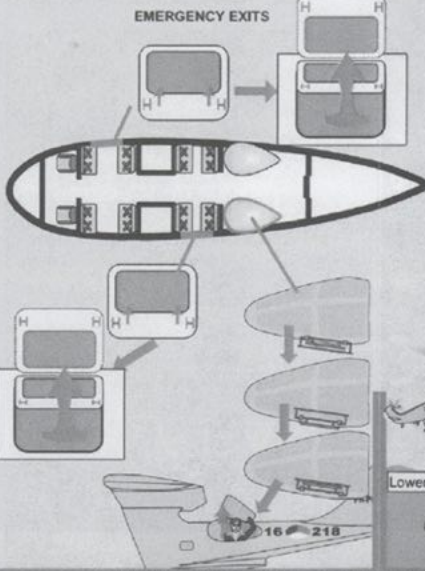
SMOKE

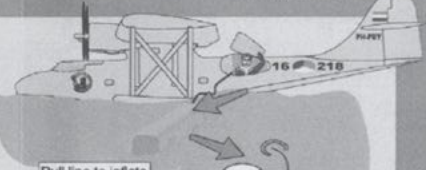
DEBRIS

BRACE FOR IMPACT

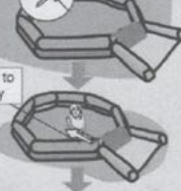


EMERGENCY EXITS

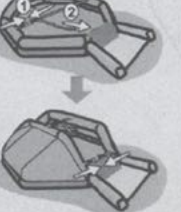





Pull line to inflate



Pull tear cords to release canopy



Lower canopy for rescue



Seal with Velcro

www.safetycard.nl

PLEASE DO NOT REMOVE THIS CARD FROM AIRCRAFT

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Figure 10 - PB5A Catalina

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FOR SALE: Pacific Miniatures Boeing 747-400, Northwest Airlines 1990 red top, mint condition, \$400. Northwest Airlines 1990's red top 757-200, mint condition, \$200. United Airlines 737-300, 1990s slate grey dark blue, mint condition, \$180. All models are Pacific Miniature. Please contact: William Plazibat, 4067 E. Quiet Moon, Tucson AZ 85719. Phone (520) 577 3269.

WANTED: Airliners International Convention Memorabilia. The WAHS Office is looking for lapel pins, wings, stickers, post cards, and other AI logo items (except booty bags) from our 33 years of international conventions. Unfortunately, a sample of each of these logo items was never retained by Society headquarters. If you can help, please contact Treasurer Jay Prall: jayeprall@msn.com or 503-657-4540 (West Coast time).

WANTED: Any "Airlift International" from Florida memorabilia especially 727-100 pictures, Crew uniform pictures, manuals or anything that seems interesting. Will pay appropriate price if it's what I'm looking for. Contact Scott Jones at Rancho747@msn.com.

WANTED: Continental Timetables from 1962 & 1963. Contact Steve Sihler at 630-849-8271 or stevesihler@comcast.net

FOR SALE: The following books are offered for sale; all are in good to excellent condition. Buyer pays shipping, which will be at media mail or priority, your choice.

1987 AIRLINE PRODUCTION LIST DIRECTORY, in original marked loose leaf binder. Shows all existing craft, by production number of all jet types, plus some turboprops, showing original registration, plus that of subsequent owners/leasees, dates of change, etc. Very detailed plane-by-plane history as of 1987 \$10. SEPT 1980 OAG Worldwide \$5. JP FLEETS 2002-3, 1998-99, 1994-95, 1990-91, 1988-89, 1987-88, 1983, 1982, 1979 \$5 each. AIRLINE HANDBOOKS - thick but small format handy guides, listing every airline worldwide, with brief history, fleet summary, route summary, logo, etc. 1974-75, 1976, 1981, 1982-83 \$5 each. Birth of An Industry, large thick hardcover book which includes complete Official Airline Guides, two for the year 1929, including #1, and one for each of years 1930-1939. Published in 1969 by RH Donnelly, the OAG publishers, long out of print, minor dust jacket wear, otherwise excellent. \$35. WORLD AIRLINE FLEETS 1978, small format, fairly thick \$5. Please contact: Dick Wallin, PO Box 22, Rochester, IL 62563 (217) 498-9279. RRWallin@aol.com



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The World Airline Historical Society is not responsible for the accuracy of the following show listings. See WAHSONline.com for a complete show listing. Always check with the individual show promoter to insure the event is still scheduled as stated before making your travel plans. Please send your show listing to editor@wahsonline.com or to WAHS headquarters.

20th ANNUAL MIAMI SLIDE FEST & COLLECTIBLES SHOW

Wednesday—Friday, January 13-16, 2010. Comfort Inn & Suites, Miami International Airport, Miami, FL. For information, see www.air72.com/miami2010.htm or email Joe Fernandez, n314as@yahoo.com. Airline Collectible Show on Saturday, January 16.

LOS ANGELES AIRLINE MEMORABILIA SHOW

Saturday, January 23, 2010. Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, CA 90245. Contact: David Cherkis (dcflyer@cox.net) via phone (702) 360-3615 or Marshall Pumphrey (mpumphr@aol.com) via phone at (562) 987-1904.

SAN FRANCISCO AIRLINE MEMORABILIA SHOW

Saturday, March 13, 2010. Best Western Grosvenor Hotel, 380 South Airport Blvd, South San Francisco, CA 94080. Phone (650) 873-3200. Show hours 9 am to 3 pm. Admission \$5. For further information, see www.SFOAirlineShow.com or contact Mike Chew, P.O. Box 25494, San Mateo, CA 94402 or Tom Vance, (408) 504-8345 Galaxie@garlic.com.

DALLAS AIRLINE COLLECTIBLE SHOW

Saturday, April 24, 2010. Embassy Suites South - DFW Airport. For more information, contact Duane Young, (504) 458-7106 or email jetduane@bellsouth.net

CHICAGOLAND AIRLINE COLLECTIBLE SHOW

Saturday, May 1, 2010. Holiday Inn/Elk Grove Village, 100 Busse Road. Free hotel shuttle from ORD. Show hours: 9 am until 3 pm. Special hotel rate of \$89/night. For information, contact Steve Mazanek (773) 594-1906 or s.mazanek@comcast.net.

AVIMAGE 27th AIRLINERS CONVENTION - PARIS

Saturday, June 5, 2010. Holiday Inn - Roissy CDG, Paris, France. For more information, see www.avimage.org or email avim.mp@orange.fr

LOS ANGELES AIRLINE MEMORABILIA SHOW

Saturday, June 19, 2010. Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, CA 90245. Contact: David Cherkis (dcflyer@cox.net) via phone (702) 360-3615 or Marshall Pumphrey (mpumphr@aol.com) via phone at (562) 987-1904.

AIRLINERS INTERNATIONAL 2010

Thursday - Saturday, August 12-14, 2010. Newark, NJ (New York City Metropolitan Area). Robert Treat Hotel. See advertisement on page 14. Web site: ai2010nyc.com. Email: ai2010nyc@aol.com. Airline Collectible Shows, 2 Kiel Avenue #239, Kinnelon, NJ 07405.

SAN FRANCISCO AIRLINE MEMORABILIA SHOW

Saturday, September 25, 2010. Best Western Grosvenor Hotel, 380 South Airport Blvd, South San Francisco, CA 94080. Phone (650) 873-3200. Show hours 9 am to 3 pm. Admission \$5. For further information, see www.SFOAirlineShow.com or contact Mike Chew, P.O. Box 25494, San Mateo, CA 94402 or Tom Vance, (408) 504-8345 Galaxie@garlic.com.

SEATTLE AIRLINE HOBBY SHOW

Saturday, October 9, 2010. Museum of Flight at Boeing Field, Seattle, WA. Show hours: 9am - 3pm. Contact: Greg Mattocks, PO Box 1455, Bothell, WA 98041. See our website for complete attendee and dealer information: www.seattleairlineshow.com Email: info@seattleairlineshow.com or mattocks@verizon.net

NEW YORK CITY AIRLINE COLLECTIBLE SHOW

Saturday, November 13, 2010. LaGuardia Airport, New York. Courtyard by Marriott Hotel. Contact: Basilio Pipinos, apipinos@aol.com.



Chicago Helicopter Airlines Sikorsky S-58 - Airline Issued Postcard - WAHS Collection



*New York, Rio & Buenos Aires Line Consolidated Fleetster 17 circa 1929.
Photograph via Craig Morris.*

*Catalina Flying Boats Grumman Goose N69263 June 1987.
Photograph by Tim Williams via www.air72.com.*





Sun Express DHC-6 Twin Otter, C-GCGW, June 1998. Photograph via www.Air72.com Collection.

*Kachemak Air Services of Homer, Alaska – DHC-6 Twin Otter - N3904 - July 1998 -
Photograph via www.Air72.com Collection*

